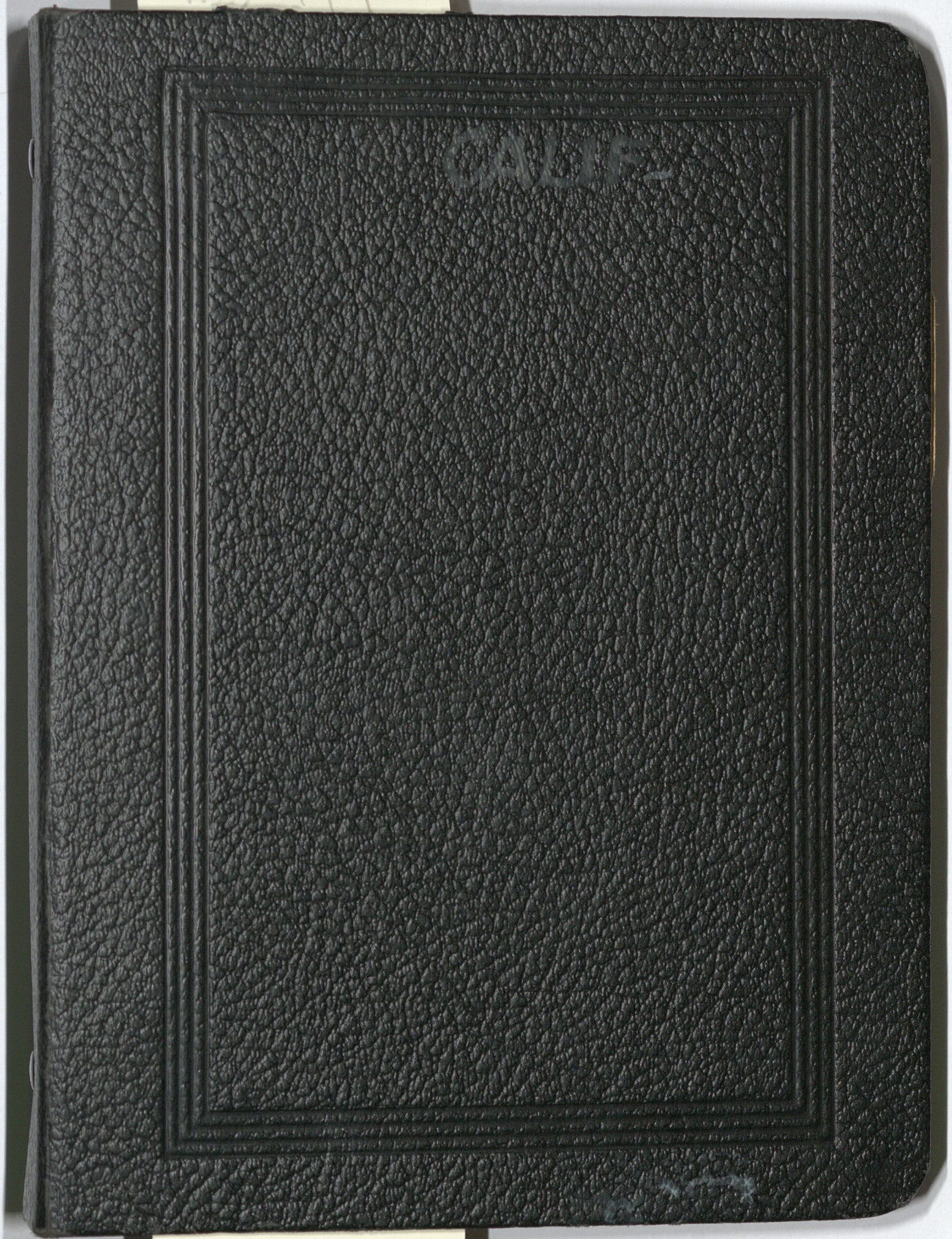
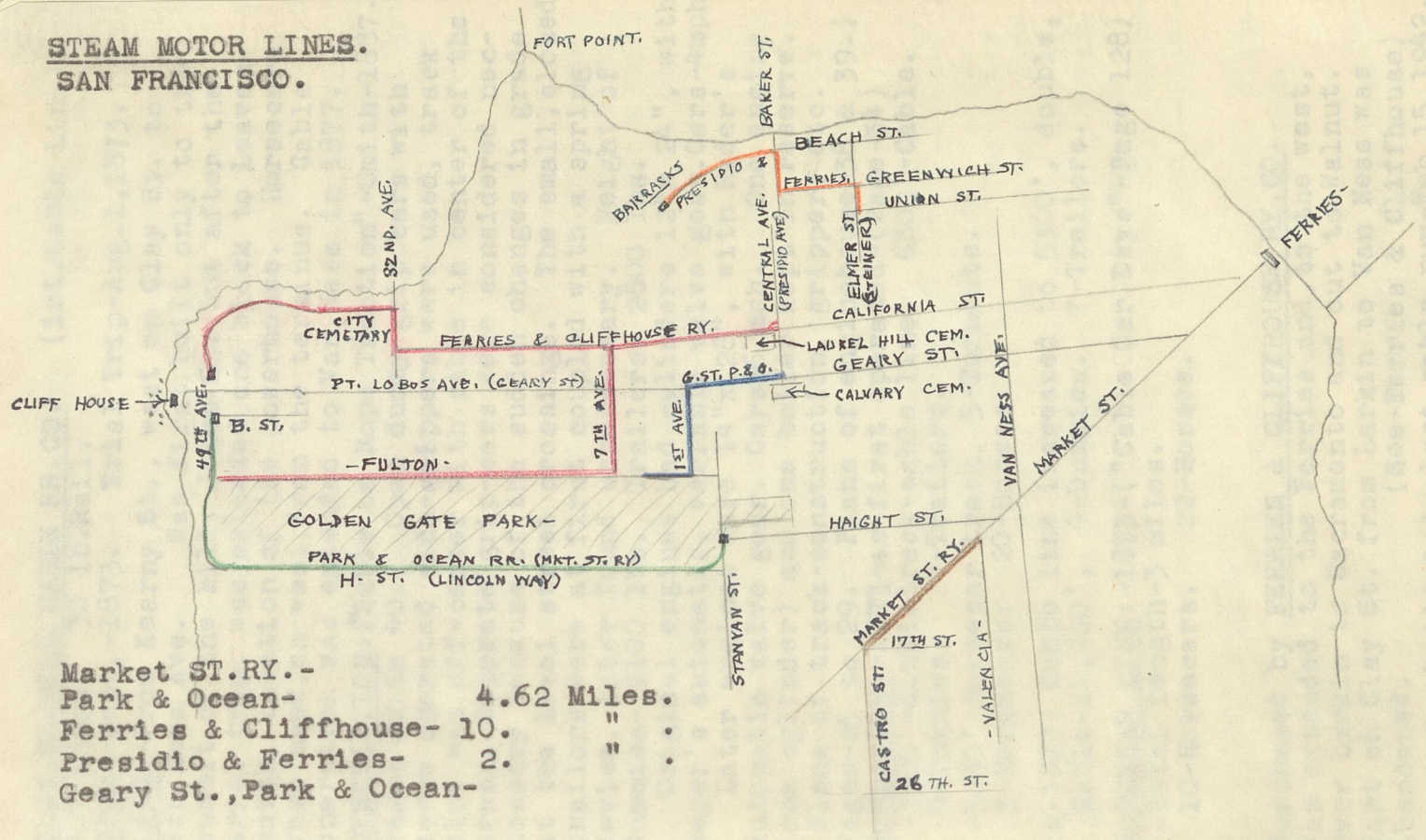
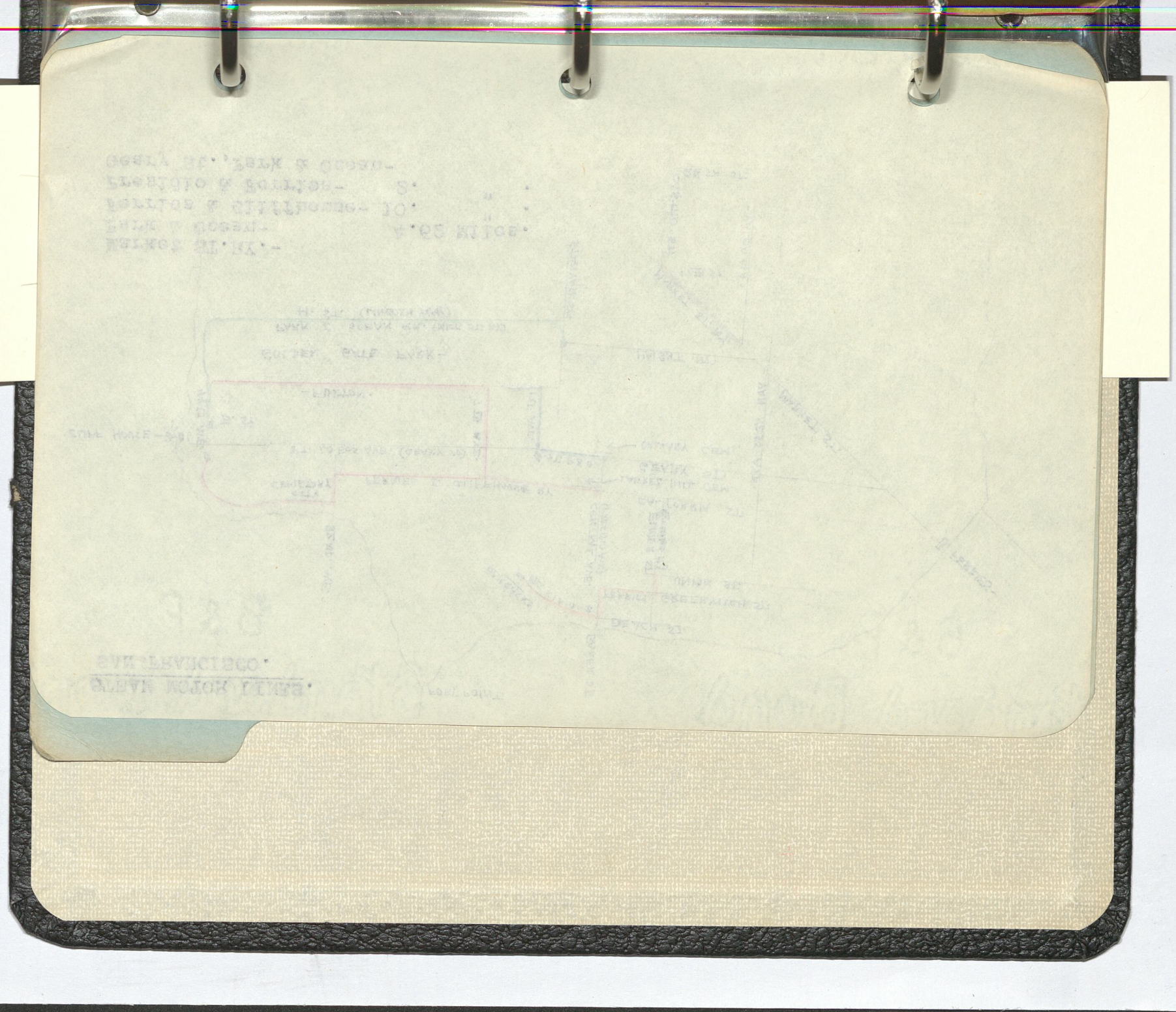
MS 479



STEAM MOTOR LINES.
SAN FRANCISCO.



Market ST.RY.-
Park & Ocean- 4.62 Miles.
Ferries & Cliffhouse- 10. " .
Presidio & Ferries- 2. " .
Geary St., Park & Ocean-



CLAY ST.HILL CABLE RR.CO. (1st.Cable Line)
42"-Gauge. 30 lb.Rail.
OPEN:-Sept.-1873. Trial Trip-Aug.1,1873.
LINE:-From Kearny St., west on Clay St. to Van Ness Ave. Was first built only to the summit of the hill, Jones St.,but after the trial trip, was extended one block to Leavenworth, location of the powerhouse. Horsecars were used,on west,from the terminus. Cable operation was extended to Van Ness in 1877.
DESCRIPTION:("Cable or Rope Traction"-Smith-1887. Pages 20 to 40.) Open dummy grip cars with screw operated side-grippers were used, track slot was off-center with cable in center of the track. Separate grip-cars were considered neccessary because of the sudden changes in grade at the level street crossings. The small,closed trailors were at first coupled with a spring device, later found unneccessary. Weight of dummies- 2100 lbs., Trailors- 2800 lbs.
Original engines had cylinders 12"x 24", with Meyer's automatic, variable valve gear.Cars-4mph.
Later engines were 14"x 28", with Ryder's automatic valve gear. Cars-6 mph. One engine (one cylinder) and one boiler kept in reserve.
(Plans of track-construction, gripper, etc. Pages-25 to 29. Plans of enginehouse-38 & 39.)
CONDITION:-1873-as first operated-(Page-34)
-3300'-doubletrack-cable line. 6800'-Cable.
9-Dummies. 7-Trailors.
-5230'-Horsecar track, 5-Turnouts.
3-Horsecars. 20-Horses.

In-1877: Cable line increased to 5300', double,
Cable-11,000', 9-Dummies. 7-Trailors.

HORSECAR LINE:-1873-("Cable Car Days"-Page 128)
-Total length-3 miles.
10-Horsecars. 22-Horses.

Purchased by FERRIES & CLIFFHOUSE RY.CO.
Was extended to the Ferries and,to the west, over Larkin to Sacramento and out to Walnut. Part on Clay St. from Larkin to Van Ness was abandoned. (See-Ferries & Cliffhouse)
Busses substituted, last cable run-Feb.15,1942.
—Car-#26—
14th?

CALIFORNIA - LOS ANGELES - CALIFORNIA - OAKLAND

SUTTER STREET WIRE CABLE RR. (2nd. Cable line to Operate)
60"-Gauge.
OPENED- Jan. 27, 1877.
LINES: -Sutter Street, from Market & Sansome to to Central Ave. (Now Presidio Ave.)
-Branch: From terminus at Brannan St., over 9th. St., Larkin, Post and Polk to Pacific Avenue and west to terminus between Divisadero and Broderick.
The first section converted to cable operation was Sutter St., from Sansome to Larkin, there the trailor was uncoupled and proceeded west by horsepower. Cable operation was extended over the branch to Hayes St. and out Sutter to Presidio Ave. by 1879.

The main powerhouse was at the southeast corner of Sutter & Polk Sts. An additional powerhouse, on Presidio Ave. between Sutter & Post, was operated until 1883. The powerhouse & car house for the Pacific Ave. line was on the north side of Pacific Ave. between Van Ness & Polk.

DESCRIPTION: ("Cable or Rope Traction"-P.42-47.)
Dummies-2000 lbs. Trailors-3000 lbs. Lever operated side-grippers used, mounted so as to be free to swerve with off-set slot, track remaining straight, at let-go and take-rope points. (Detail drawings- gripper and track.)
Consolidated in UNITED RAILROADS-Feb. 17, 1902.
" " MARKET STREET RAILWAY -1921.
Electrified, except the Pacific Ave. line, after the quake & fire- 1906. Pacific Ave. line was operated by cable till its last run in June, 1929, busses substituted, tracks removed. Had exclusive transfer deal to the Park and Cliff House with the Sutro (electric) RR., Open-Feb. 1, 1896. Later, purchased this line-auction.

From Poor's-1889:
4'-11"-Gauge. 45 lb. Rail. Main Lines-12 Miles.
34-Cable Cars. 22-Horsecars. 180-Horses.
R.F. Morrow-Pres. J. McCord-Supt.

From Poor's-1896:
60"-Gauge. 42 lb. Rail. CABLE- 11.5 Miles.
50-Cars. 90-Horses. HORSE- .68 " .

SUTTER STREET RAILROAD.(Horsecar) Inc.-1863.
CITY FRONT,MISSION & OCEAN RR.-Franchises.
Construction started by Henry Casebolt,contractor, in 1865 on Sutter St. Six GREEN cars were in operation by Nov. 1866.(Cable Car Days-P.20)
LINES: -From Presidio Ave. to the Ferry, along Sutter and Market Sts.
-14th. & Mission (Woodwards Gardens) to Market, to Larken, Post, over Polk to Broadway.
-Branch from Broadway & Polk, via Vallejo, Octavia, Union, Pierce, Greenwich, Baker- to Harbour View.
-Pacific Ave. from Polk to Fillmore.
The heavy grade on Sutter St. up to the summit at Leavenworth from both the east and west required the help of an extra team of horses on every car.
The "Balloon Car" was built by Casebolt in 1871. He acquired control of the company shortly after it started operation and control passed to Robert Morrow and Maurice Schmidt in 1875.
LINES: (1874)-1 Main, 3 Branch,-8 Miles.
19- Cars. 180- Horses.

SUTRO RAILROAD. (Electric)
OPEN-Feb.1,1896. Inc.-Aug.1894.
LINE: 5-Miles. Presidio Ave. and Geary St. to the Cliff House, with branch to Golden Gate Park.
26-Motor Cars. (G.E.,Walker,Westinghouse,systems)
(Poor's-1896)
Ran over Presidio Ave. to California, then west over route of the present #2 line, with branch over 8th.St. to Golden Gate Park.

Poor's-1901:
4'-8½"-Gauge. 60 lb.Rail. 9.9 Miles.
Open-Jan.27,1896.
Control purchased by SUTTER ST.CABLE RR.-Oct.1899.
Operated separately.

CALIFORNIA STREET CABLE RR.CO. (3rd.Cable Line to Operate)
42"-Gauge. 34 lb.Rail.
OPEN:- April 10,1878.
25-Dummies.
25-Closed Cars. (Built by Kimball Mfg.Co.-SF. and by Central Pacific RR.-Sacramento.)
Replaced by "California" type combination cars about the time Hyde St. Line built-1891.
LINES:- California St.,from Kearny to Fillmore, extended to Presidio Ave.-1879.
To Drumm & Market Sts.-June 27,1891.
- Hyde & Jones St. Lines opened-Feb.9-91.
(Grade between Bay & Lombard Sts.-31%)

DESCRIPTION: ("Cable or Rope Traction"-P-47-56) Side-Gripper, Lever Operated, cable dropped & regained when passing powerhouse pulleys by lateral deflection of track, aided by slight depression where taking rope.

First powerhouse, southeast corner of Larkin and California Sts., used vertical, marine type engines, cylinders 22"x 36"- 70 lbs.pressure. Uneven motion transmitted to the cars. Driving pulleys in large vault under tracks in street.

Mixture of vegetable tar & linseed oil was dripped on the out-going cables.

Was replaced by a new powerhouse on southwest corner of Hyde & California Sts. when the Hyde St. line was built- 1889-91.

Feb.14,1879- Franchise, granted to operate a steam dummy line west to the Cliff House, was later acquired by Ferries & Cliffhouse Ry.Co. (Powell St.Ry.Co.) and line built- 1887.

From Poor's-1889:
42"-Gauge. 34 lb.Steel Rail.
25-Dummies. 25-Cars. 4-Horses.
C.Mayne-Pres. J.W.Harris-Supt.

Poor's-1896-1902:
60-Cars. 1-Vehicle. 1-Horse.
↖ CALIF. TYPE- 1891—

OVER

Poor's-1909.
37-Cars. 38 lb. side bearing rail.

CABLES-

Calif.-St.- Hyde to Presidio- 18,750 Feet.

Hyde St Line-

South Cable - 14.000'

North " - 11.000'

GEARY STREET, PARK & OCEAN RR.CO. (4th. Cable to
OPEN:- Feb.16,1880. Operate)
LINES:- Cable-From Market & Kearny, over
Geary St. to Presidio Ave.
Steam Dummy-From end of cable line,
west on Pt.Lobos Ave. (Geary),
over 1st.Ave. to Golden Gate Pk.
DESCRIPTION-"Cable or Rope Traction"-Smith-1887.
60"-Gauge. (Cable line) Pages-56 to 64.
Bottom-Grip, lever operated grippers.
Weight Dummy-4800 lbs., Trailor-4000 lbs.
Part of line used with NB&M Horsecars, another part with Central RR. Horsecars on same rails
Plan and elevation of line, section of roadway, detail drawing of gripper, etc. Good engraveing of cable train used as frontspiece.

Was built by owners of Central RR.Co.(Horsecar)
Cost-$275,000. (Cable Car Days-P.42)
Was taken over by City and electrified- 1912.

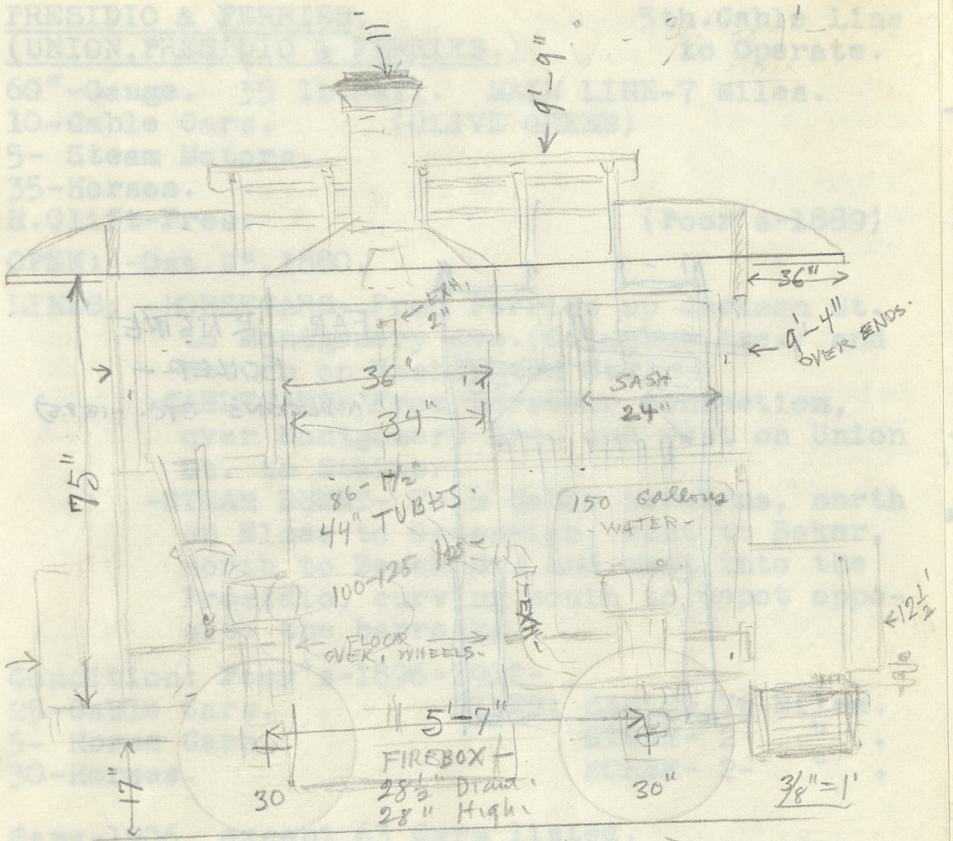
From Poor's-1889:
4'-8½"-Gauge. Line-4 Miles, Double-trk.
26-Cable Dummies.
30- " Trailors.
4-Steam Motors.
10-Cars. Open-Aug.23,1879. Inc.-11-8-78.
C.F.Crocker-Pres. W.H.Emery-Supt.
Office-4th.& Townsend.

From Poor's-1902 to 1909:
Line- 3.83 Miles.
26-Cable Dummies.
30- " Trailors.
10-Combination Cable Cars.
Office-Geary & Buchanan Sts. (No steam list)
(Powerhouse)

Cable-Cars- Maroon- (Olsen)

Ed. L. Lewis - engineer on #3 - Nov-1887 to Apr-1888 -
(cable conductor till Aug-1888)

- OVER -



-BALDWIN Loco Wks- DUMMY-

P. 345 — APPLETONS CYC. MECHANICS — 1885

FROM TABLE

Cyl — 9" X 10" Cyl centers — 62"?

12,000 lbs — empty —

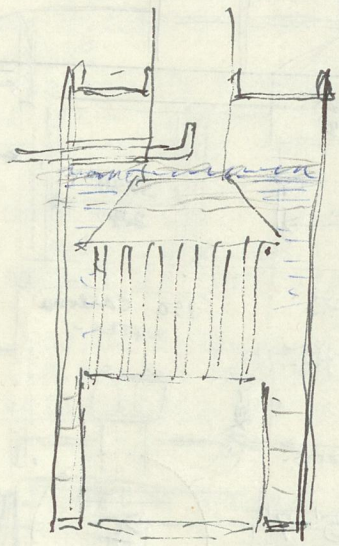
Length — 13½'

To top Chimney — 9'-9"

LIKE NO. 3 - Geary St. P. & O. RR.

— OVER —

CALIFORNIA - LOS ANGELES - CALIFORNIA - OAKLAND



FAR ENGINE
BOILER -
(APPLETON'S CYC. - 1895)

PRESIDIO & FERRIES. 5th.Cable Line
(UNION,PRESIDIO & FERRIES.) to Operate.

60"-Gauge. 35 lb.Rail. MAIN LINE-7 Miles.
10-Cable Cars. (OLIVE GREEN)
5- Steam Motors.
35-Horses.
H.Clift-Pres. (Poor's-1889)

OPEN: -Oct.23,1880.

LINES: -HORSECARS- From Ferries up Jackson St. to Montgomery Ave.(Columbus Ave.) and return on Washington St.
-CABLECARS- From horsecar connection, over Montgomery Ave. and west on Union St. to Steiner.
-STEAM DUMMY- From Cable terminus, north on Elmer to Greenwich, west to Baker, north to Beach St. and west into the Presidio, curving south to depot opposite the barracks.

Condition: Poor's-1896-1902-
25-Cable Cars. LINES: CABLE- 7½ Miles.
5- Horse Cars. STEAM- 2 " .
30-Horses. HORSE- 2- " .

Same-1906, except 63 Cars listed.
G.A.Newhall-Pres-GM.

Steam line operated till 1906.
Cable franchise expired-1913-acquired by City.
Electrified.

DESCRIPTION:("Cable or Rope Traction"-P.-64-6)
Screw-operated side-gripper used, similar to the Clay St.,but heavier to suit heavier cars.
Power House on Union St.,between Hyde & Leavenworth Sts. Horizontal engines- 18"x 36".
Grades between Polk & Larkin Sts., 20 %.

PRESIDIO & FERRIES.

(UNION,PRESIDIO & FERRIES.)

60"-Gauge. 75 lb.Rail. MAIN LINE-7 Miles.
10-Cable Cars. (OLIVE GREEN)
5- Steam Motors.
75-Horses.
H.Gift-Pres. (Poor's-1889)
OPEN: -Oct.25,1880.
LINES: -HORSECARS- From Ferries up Jackson St.
to Montgomery Ave.(Columbus Ave.) and
return on Washington St.
-CABLECARS- From horsecar connection.
over Montgomery Ave. and west on Union
St. to Steiner.
-STEAM DUMMY- From Cable terminus, north
on Steiner to Greenwich, west to Baker,
north to Beach St. and west into the
Presidio, curving south to depot oppo-
site the barracks.

Condition: Poor's-1895-1902-
25-Cable Cars. LINES: CABLE- 7½ Miles.
5- Horse Cars. STEAM- 2 " .
30-Horses. HORSE- 2- " .

Same-1906, except 65 Cars Listed.
U.A.Newhall-Pres-GM.

Steam line operated till 1906.
Cable Franchise expired-1913-acquired by City.
Electrified.

DESCRIPTION:("Cable or Rope Traction"-P.-64-6)
Screw-operated side-gripper used, similar to the
Clay St., but heavier to suit heavier cars.
Power House on Union St., between Hyde & Leaven-
worth Sts. Horizontal engines- 18"x 36".
Grades between Polk & Larkin Sts., 20 %.

MARKET STREET RAILWAY. OPEN-July.4,1860.
Inc.-1857- by Thos Hayes & associates.
Frank McCoppin- G.M.-Supt. etc. (1st. 7 years)
LINE: From Battery out Market St. to Valencia and over latter to 17th. St.

Used steam locomotives with one or two cars attached, as far as Fremont. Steam operation was abandoned in 1867 and horse cars were run out to 25th.St.

Sold- Forclosure to:
SAN FRANCISCO & SAN JOSE RR.CO.
Trains of the latter were operated, on special occasions and proceeded by a flagman on horse-back, as far as the site of the present Palace Hotel. Ownership of both companies passed to the S.P.CO.

LINES: (1874)- 1 Main, 1 Branch- 6 Miles.
23-Cars. 209-Horses.

MARKET STREET CABLE RY.CO. (6th.Cable Line to Operate)

OPEN: -Aug.22,1883.

LINES:-CABLE- West on Market St. from Ferry-out-
VALENCIA ST. to 28th. -BLUE cars.
HAIGHT ST. to the Park. -RED cars. MAROON-
Mc.ALLISTER ST. and Fulton. -YELLOW cars.
HAYES ST. line (built later) ??-GREEN cars.
CASTRO ST. to 26th.(built-1889) -IVORY cars.

STEAM-PARK & OCEAN RR.CO. (A subsidiary)
From Haight St. terminus south on Stanyan, west on Lincoln Way along south side of the Park and over to 49th.Ave. and B St.-3.98 Mi. 4'-8½"-Gauge. 35-45 lb.Rail. Open-Dec.1,1883. 4-Locomotives, 16-Passenger Cars.(Poor's-1885) (7-Steam Motors,16-Pass.Cars,6-Flat & Section Cars, Main Line-4.62 Miles-Poor's-1889) ← A.W. BARRON -SUPT.
MARKET ST. line also used steam from Valencia to Castro Sts. prior to building the Castro St. line. MARKET ST.&FAIRMONT RY. Franchise.

USED STEAM TILL 1906.

HORSECAR.-lines operated: & OUT CASTRO TO 17TH.
FIFTH ST. LINE.
POTRERO & BAY VIEW RR. -OPEN-Oct.1867. H.D. ROGERS -SUPT.
60"-Gauge. 35 lb.Rail. LINE-1.61 Mi.Double. 10-Cars. 67-Horses. 3-Vehicles.(Poor's-1889)
OCEAN BEACH RY.CO. -OPEN-Jan,1883. 2 Mi. SINGLE TRACK
4'-8½"-Gauge. 35 lb.Rail. (Poor's-1890)
HAYES ST.LINE.

DESCRIPTION-CABLE LINES-"Cable or Rope Traction" Smith-1887, Pages 66 to 80:-
4'-8½"-Gauge. 37 lb.Rail. 34' Combination Cars used. Side-grippers, lever operated, mounted on front trucks. Weight-9600 lbs. Two-track 30' turntable at the Ferry terminal, operated by friction gear from main cable. Smaller powerhouse operated Mc.Allister St. line, was located on north side of Mc.Allister.
Main powerhouse on south corner of Market and Valencia, operated Market St.,Valencia St. and Haight St. lines. Had 2 pairs- compound, condensing steam engines,(one pair in reserve) cylinders were 24" & 34" x 48". Pinions on engine shaft-48" diameter, with 20" face, drove spur gears 12½' in diameter, helical teeth. Cable driving drums, 12' diameter, 4 pairs.

continued.

Babcock & Wilcox boilers- 4 sections, each 250 hp. Artesion well to supply them. Chimney 175' high. Cables travelled 8 mph. except auxiliary cable used to haul cars-northbound-around Market-Valencia curve.(about 120') It traveled 4 mph. The cables were filled with vegetable tar when installed, further lubrication with castor oil. Pulleys in track to support cables, 30' apart, were cast in one piece with axles and ran on lignum vitae bearings. They were 15" in diameter. About 100,000' of cables were operating in 1886.

MARKET STREET RAILWAY.-Consolidation-Oct.13, 1893:-
MARKET CABLE RY.CO.
CENTRAL RR.CO. (Horsecar)
FERRIES & CLIFFHOUSE RY.CO.(Powell St.Ry.)
NORTH BEACH & MISSION RY.CO.(Horsecar)
OMNIBUS CABLE CO.
PARK & OCEAN RR.(Steam)
POTRERO & BAY VIEW RR.(Horsecar)
OCEAN BEACH RY.CO.(Horsecar)
SOUTHERN HEIGHTS & VISITATION RY.CO.
MARKET ST.& FAIRMONT RY.CO.(Castro Franchise)
METROPOLITAN STREET RY.CO.(Electric)

UNITED RAILROADS of San Francisco. Inc.Feb.17, 1902.
Consolidation of:-
MARKET STREET RAILWAY CO.
SUTTER STREET RY CO.
SUTRO RR.CO.(Electric)
SAN FRANCISCO & SAN MATEO RY.CO.(Electric)

MARKET STREET RAILWAY CO.-Reorganization-1921.

MUNICIPAL RAILWAY of San Francisco.-Suc.-1944.

The Castro St. Line, the last Market St.Cable Ry. line to operate by cable was abandoned-April 6,1941, succeeded by busses. The Pacific Ave. line of the Sutter St. Ry. survived till June,1929, cable operated, succeeded by busses. Electricity substituted on balance of the original Market St.Cable Ry. lines after 1906 quake and fire.

continued.

From Poor's-1889:-
MARKET STREET CABLE RY.CO.
37 lb.Rail. 16½ Miles,double, 2 Miles,single.
212-Cars. 12-Vehicles. 94-Horses.
OPENED: STEAM MOTOR LINE- July 4,1860.
HORSECARS- 1867.
CABLE LINES- Aug.22,1883.
Office-4th.& Townsend.
C.F.Crocker-Pres. A.W.Barron-Supt.

From Poor's-1896:-
MARKET STREET RAILWAY.
36"-42"-56½"-60"-Gauges. 37 to 72 lb.Rail.
LINES: HORSECAR- 31.86 Miles.
CABLE- 63.05 " .
STEAM- 19.74 " .
ELECTRIC- 74.98 " .
250-Horsecars.
431-Combination Cars.
180-Electric Cars.
47-Steam Motors & Coaches. Total-908.

From Poor's-1902:-
UNITED RAILROADS OF SAN FRANCISCO.(U.RY.INV.CO)
Inc.-Feb.17,1902.(N.J.) -Mch.4,1902.(Calif.)
36"-42"-56½"-60"-Gauges. 37 to 72 lb.Rail.
LINES: CABLE- 56.27 Miles.
ELECTRIC- 166.25 " .
STEAM- 8.1 " .
HORSE- 3.94 " .
65 Cable Dummies, 376 Cars.
414 Electric Cars, 24 Trailors.
5-Steam Motors. 16-Cars.
10-Horsecars. 21-Misc.Cars. Grand Total-931.

From Poor's-1906:-
UNITED RAILROADS OF SAN FRANCISCO.
42"-56½"-60"-Gauges. Total Track-258.35 Miles.
LINES: CABLE:- 52.61 Miles. 423-Cable Cars.
ELECTRIC:-201.85 " . 423-Elec.Cars.
HORSECAR:- 3.89 " . 6-Cars.
4-Steam Motors, 16-Steam Cars. 4-Misc.Cars.
P.Calhoun-Pres. G.F.Chapman-V.P.

Post Office Cars operated-Sept.24,1896 to Sept.4,1905.

CENTRAL RAILROAD CO. Open-Sept. 1883.
60"-Gauge. 45 lb.Rail.
MAIN- 6 Miles, Double-track.
57- Cars. (Dark Red)
254- Horses.
Office- 4th.& Townsend.
C.F.Crocker- Pres.
J.F.Clark- Supt. (Poor's-1889)

LINES- (Cable Car Days-P.14)
From 6th.& Brannan to Davis & Vallejo, with branch along Turk to Fillmore and out Post to Central Ave.(Presidio Ave)
R.J.Van Dewater-1st.Pres. Inc.- 1861.

LINES:-(1874)- 2 Main, 5 Miles.
22-Cars. 215-Horses.

METROPOLITAN STREET RY. Open-Oct.21,1892.
60"-Gauge. 40 lb.Rail. Chtd.-Dec.26,1890.
LINE: 4.97 Miles, Double-track.
27- Cars, G.E.Trolley System.
1-Power Station, with 2-Engines.
E.A.Vining- Pres.
H.A.Iddings- Supt. (Poor's-1895)

MARKET ST.& FAIRMONT RY.CO.
(Castro St. Franchise)

SOUTHERN HEIGHTS & VISITATION VALLEY RY.CO.

Above roads consolidated in: -Oct.13,1893-
MARKET ST.RY.CO.

CENTRAL RAILROAD CO. Open-Sept. 1889.
60"-Gauge. 45 lb.Rail.
MAIN- 6 Miles, Double-track.
57- Cars. (Dark Red)
254- Horses.
Office- 4th.& Townsend.
G.F.Crocker- Pres.
J.F.Clark- Supt. (Poor's-1889)
LINES- (Cable Car Days-P.14)
From 6th.& Brannan to Davis & Vallejo, with branch along Turk to Fillmore and out Post to Central Ave.(Presidio Ave)
R.J.Van Deventer-1st.Pres. Inc.- 1861.
LINES:-(1874)- 2 Main, 5 Miles.
22-Cars. 215-Horses.

METROPOLITAN STREET RY. Open-Oct.21,1892.
60"-Gauge. 40 lb.Rail. Cntd.-Dec.26,1890.
LINE: 4.97 Miles, Double-track.
27- Cars, O.S.Trolley System.
1-Power Station, with 2-Engines.
E.A.Vining- Pres.
H.A.Iddings- Supt. (Poor's-1895)

MARKET ST.& FAIRMONT RY.CO.
(Castro St. Trenchise)

SOUTHERN HEIGHTS & VISITATION VALLEY RY.CO.

Above roads consolidated in: -Oct.13,1895-
MARKET ST.RY.CO.

NORTH BEACH & MISSION RR.CO.
60"-Gauge. 45 lb.Rail. MAIN LINES- 16 Miles.
64-Cars. 420-Horses.
Office-4th.& Louisa Sts.
A.Myers-Pres.
M.Skelly-Supt. (Poor's-1890)

1874: 2 Main Lines,6 Miles. 30-Cars. 250-Horses.

Built in 1863, by Dr.A.J.Bowle, Robert Turner and Michael Reese. -A rival of the Omnibus Line.

LINES:
YELLOW CARS- From North Beach, along a zigzag route to Market, over 4th. to C.P.Depot,Townsend.
BLUE CARS- Oakland Ferries, up California to Kearney, to Market, to 8th.,to Folsom, to 26th.
RED CARS- Montgomery & California, over Battery and 1st.,to Folsom, to 8th.-Transferredtto Blue.
(Cable Car Days-P.-15)

Consolidated in MARKET ST.RY. -Oct.13,1893.

CITY RAILROAD CO. (WOODWARD'S) Inc.-1863.
60"-Gauge. 45 lb.Rail. MAIN LINES-5½ Miles,
67-Cars. 289-Horses. Double-Track.
Office- 14th.& Mission.
C.F.Crocker-Pres.
N.J.Bailey-Supt. (Poor's-1889)

1874: 1-Main, 1-Branch, 4 Mi. 26-Cars,200-Horses.

Inc.-1863-by Isaac Powell, E.T.Pease, R.B.Woodward. Used 1st light, one horse cars, operated by driver only.
OPENED- July- 1869.

LINES: Along Mission to New cMontgomery & Market, stopping at the newly completed Grand Hotel.
Blue, bob-tailed cars, called "Woodwards" ran from the Oakland Ferries, up Market to Sutter, to Grant. to Market. to 5th.,to Mission & out to 26th St. (Cable Car Days- P.-16)
(Description of Palace Horse Car- Page 17)

NORTH BEACH & MISSION RR.CO.
60"-Gauge. 45 lb.Rail. MAIN LINES- 16 Miles.
64-Cars. 220-Horses.
Office-4th.& Louisa Sts.
A.Myers-Pres.
M.Skelly-Supt. (Poor's-1890)

1874: 2 Main Lines,6 Miles. 70-Cars. 250-Horses.

Built in 1863, by Dr.A.J.Bowie, Robert Turner and Michael Reese. -A rival of the Omnibus Line.

LINES:
YELLOW CARS- From North Beach, along a zigzag route to Market, over 4th. to C.P.Depot,Townsend.
BLUE CARS- Oakland Ferries, up California to Kearney, to Market, to 8th.,to Folsom, to 26th.
RED CARS- Montgomery & California, over Battery and 1st.,to Folsom, to 8th.-Transferredto Blue.
(Cable Car Days-P.-15)

Consolidated in MARKET ST.RY. -Oct.15,1893.

CITY RAILROAD CO. (WOODWARD'S) Inc.-1863.
60"-Gauge. 45 lb.Rail. MAIN LINES-5½ Miles.
67-Cars. 289-Horses. Double-Track.
Office- 14th.& Mission.
C.F.Crocker-Pres.
N.J.Bailey-Supt. (Poor's-1889)

1874: 1-Main, 1-Branch, & Mi. 26-Cars,200-Horses.

Inc.-1863-by Isaac Powell, E.T.Peaas, R.B.Woodward. Used 1st Light, one horse cars, operated by driver only.
OPENED- July- 1863.

LINES: Along Mission to Newcmontgomery & Market, stopping at the newly completed Grand Hotel.
Blue, bob-tailed cars, called "Woodwards" van from the Oakland Ferries, up Market to Butter, to Grant. to Market. to 5th.,to Mission & out to 26th St. (Cable Car Days- P.-16)
(Description of Palace Horse Car- Page 17)

POTRERO & BAY VIEW RR. Org.-1866.OPEN-Oct.1867.
60"-Gauge. 35 lb.Rail.
LINE: -1.61 Miles, Double-track.
10- Cars.
67- Horses. 3-Veh.
H.O.Rogers- Supt. (Poor's-1889)

1874: MAIN- 3½ Miles. 9- Cars. 58- Horses.

FIFTH ST. LINE- horse cars ran from Battery out Market St. to 5th.St. and via latter and Bluxome to 4th.& Townsend, terminus. There Transfer was made to the POTRERO & BAY VIEW RR. which ran over Kentucky and Railroad Ave. crossing Mission Bay, the Potrero, Islais Creek, to Butchertown and South San Francisco. Construction was expensive. Bridges over Mission Cove and Islais Creek were each a mile long and big cut thru Potrero hill displaced over 100,000 cu.yds.

Total ride- 5 miles- 5¢ fare.

Became part of MARKET ST.RY.CO. System-.1876.

Consolidated in: -Oct.13,1893-
MARKET ST. RY.CO.

FERRIES & CLIFF HOUSE RY. Inc.-Dec.12,1887. Got franchises over Jackson, Washington, Clay, and Sacramento Sts, also the Powell St. Ry.Co. franchises over Powell, Mason and Taylor, etc. The Jackson St. line was extended over Central Ave.(Presidio Ave.) to California St. Bought the Clay St Hill RR., abandoned the track from Larkin to Van Ness, extended it over Larkin to Sacramento and out the latter to Walnut, also to the Ferry. The Sacramento St. line was eventually extended west to 1st. and out Lake and over 6th. to Golden Gate Park, out Fulton to 8th.Ave. then to 12th.Ave. This line was cut back to Walnut in 1902. The Sacramento-Clay St. line was abandoned, replaced by busses, on Feb.15,1942.

The steam line was built from the end of the Jackson St. extension, California & Presidio Ave.- out California (Useing the Calif.RR.Co. franchise) and over 7th.Ave to the Park, then out Fulton to 33rd.Ave. From 1st. and California it used the Sutro franchise for a line to the Cliff House. The Fulton St. section was abandoned in 1895, 7th.St. in 1898- and the rest in 1905. (SCENIC LINE AROUND CLIFFS TO PT. LOBOS & LANDS END-)

CABLE LINES- Cars lettered: Powell St.Ry.Co. Combination cars used with bottom-gripper, lever operated. Conduits lined with brick, other lines used concrete. Powerhouse on the northwest corner, Mason & Washington Sts. Consolidated in MARKET ST RY.CO.-Oct.13,1893.

From Poor's-1889:
POWELL ST.RY.CO. MAIN LINE-11 Miles.
42"-Gauge. 38-40 lb.Rail.
32-Cars.
W.J.Adams-Pres.

From Poor's-1890:
FERRIES & CLIFF HOUSE RY. MAIN-10 Miles.
36"-Gauge. 45 lb.Rail.
14-Cars.

"Cable Car Days"-P.63: W.J.Adams. John Ballard, H.H.Lynch, Thos.Magee, Wm.H.Martin-Inc.-F&CFRY.

OMNIBUS RAILROAD CO. (Horsecars)
Organized- 1861- by Peter Donahue and Michael Skelly as a successor to the "Yellow" bus line.
1874- 2-Main Lines- 1-Branch- Total- 6½ Miles.
30-Cars, 280-Horses. (Cable Car Days-P-13-128)
LINES: Over Howard St. and 3rd. and Montgomery Sts. from S.P.Depot to North Beach. Branch on Spear St. to Oregon & Oceanic SS.Docks, and on Brannan St. from 3rd.St. to Pacific Mail Docks. Line also mentioned- from Sansome and Washington to Stockton and return on Jackson St.

OMNIBUS CABLE CO. Open-Aug.26,1888.
LINES: From Ferries along East St.(Embarcadero) and out Howard to 26th.St.,with branch over 24th. to Potrero Ave.

From 10th. & Howard over 10th., Fell, Franklin and out Oak to Stanyan St., over it to a turntable at Haight St. (A few feet from the table of the Mkt.St.Cable Ry.)

Ellis St.Line:- From the Haight St.turntable, leaving the Oak St.Line at Broderick, to Ellis and down Ellis to Market St.

From 10th.& Howard Sts. over 10th.,Polk, Grove, Park, & Leavenworth to Post and down Post to Market- where it connected with a new Horse car line to the Ferries. Had to drop the cable over 6 intersecting lines and had 5 curves. (Cable Car Days- P-124)

The discarded Howard St. Horsecars were used to operate a new line from 10th. and Howard, over 10th.,Potrere Ave. and San Bruno Road to Silver Ave, with a branch over Oakdale Ave to Railroad Ave.(now 3rd.St.)
GAUGE of cable line-42"-G.W.Gerhard-P.126-"CCD".
Consolidated in MARKET ST. CABLE RY.Oct.13,1893.

Combination Cars cost $1,900 eash. Complicated crossing at Market & 10th. 3 slots meet at one point. (Construction clash with Market St.Cable -Cable Car Days- P-125-126.)
OMNIBUS RR.& CABLE CO.(From Poor's-1890)
60"-Gauge. 40-45 lb.Rail. LINES:-Cable-22 Mi.
150-Combination Cars. Horse-13 Mi.
60-Horse Cars. 500-Horses. 10-Carts,etc.
Gustav Sutro-Pres. M.M.Martin-Supt. Open-1861.
Office-10th.& Howard Sts.

OMNIBUS RAILROAD CO. (Horsecars)
Organized- 1861- by Peter Donahue and Michael
Skelly as a successor to the "Yellow" bus line.
1874- 2-Main Lines- 1-Branch- Total- 6½ Miles.
30-Cars, 280-Horses. (Cable Car Days-P-13-128)
LINES: Over Howard St. and 3rd. and Montgomery
Sts. from S.P.Depot to North Beach. Branch on
Spear St. to Oregon & Oceanic SS.Docks, and on
Brannan St. from 3rd.St. to Pacific Mail Docks.
Line also mentioned- From Sansome and Washing-
ton to Stockton and return on Jackson St.

OMNIBUS CABLE CO. Open-Aug.26,1888.
LINES: From Ferries along East St.(Embarcadero)
and out Howard to 26th.St.,with branch over
24th. to Potrero Ave.
From 10th. & Howard over 10th., Fell,
Franklin and out Oak to Stanyan St., over it
to a turntable at Height St. (A few feet from
the table of the Met.St.Cable Ry.)
Hills St.Line:- From the Height St.turn-
table, leaving the Oak St.Line at Broderick, to
Hills and down Hills to Market St.
From 10th.& Howard Sts. over 10th., Polk,
Grove, Park, & Leavenworth to Post and down
Post to Market- where it connected with a new
Horse car line to the Ferries. Had to drop
the cable over 6 intersecting lines and had 5
curves. (Cable Car Days- P-124)
The discarded Howard St. Horsecars were
used to operate a new line from 10th. and
Howard, over 10th., Potrero Ave. and San Bruno
Road to Silver Ave, with a branch over Oakdale
Ave to Railroad Ave.(now 3rd.St.)
GAUGE of cable line-4'2"-G.W.Gerhard-P.126-"CCP".
Consolidated in MARKET ST. CABLE RY.Oct.15,1893.

Combination Cars cost $1,900 each. Complicated
crossing at Market & 10th. 3 slots meet at one
point. (Construction clash with Market St.Cable
-Cable Car Days- P-125-126.)
OMNIBUS RR.& CABLE CO.(From Poor's-1890)
60"-Gauge. 40-45 lb.Rail. LINES:-Cable-22 Mi.
150-Combination Cars. Horse-15 Mi.
60-Horse Cars. 500-Horses. 10-Cars,etc.
Gustav Sutro-Pres. W.M.Martin-Supt. Open-1861.
Office-10th.& Howard Sts.

TELEGRAPH HILL CABLE RR.CO. Begun-Feb.1884.
Service started-Sunday, June 30,1884.
LINE- Single track laid from Powell Street Up Greenwich, intersecting Stockton, Dupont, Kearney to top of Telegraph Hill, had one short turnout. Grade- 28½' in 100'.

Engine room, 32' square cut in rock, housed a boiler and two 80hp. engines. A four story resort with observation tower was built on the summit by Gustav Walter & associates.

Transfers exchanged with Omnibus RR.Co. Single fare from Mission St. to top of hill.

Promoted by Frederick O. Layman, with Charles Kohler, Jacques J. Rey and A. Sutro.
(Cable Car Days-P.63)
Was abandoned in a few years.

FILLMORE ST.HILL COUNTERBALANCE. (Market St.Ry. Line-#24)
OPENED- 1890.
Rebuilt-1915.
Abandoned- April 5,1941.
Steepest grade, between Broadway & Green- 25½%.

SAN FRANCISCO & SAN MATEO RY. (1st.Electric Line in S.F.)
4'-8½"-Gauge.
OPEN-July 29,1891.
LINES: -From Market & Steuart Sts. over Steuart, Harrison, 14th.,Guerrero and San Jose Ave. to 30th.St.-When opened. By 1893, a branch had been built over 18th.St. to Golden Gate Park, to connect with the Metropolitan St.Ry. and the main line had been extended, in sections, to Baden-Holy Cross Cemetary- 12 miles. Only the first part, to 30th.St. was double-track.

High trestles over 2nd.St. and over a ravine near Diamond St. Underpass at S.P. tracks, Holy Cross Cemetary. Switchback on 18th.St. branch.

POWERHOUSE & BARN-On Sunnyside, one block off San Jose Road.

California Type Cars used, 26' Single-truck, with 2- 15hp. Motors, for city lines out to 30th. and 28' Double-truck, 2-25hp.Motors, Suburban.
Sold-May,1896-Forclosure, to:
SAN FRANCISCO & SAN MATEO ELECTRIC RY.
Reorganized by Spreckels Brothers, rest of line double-tracked. 40 new cars added.

Consolidated in-Feb.17,1902:
UNITED RAILROADS of San Francisco.
Extended to San Mateo-Dec.31,1902.

From Poor's-1896:
SAN FRANCISCO & SAN MATEO RY.
4'-8½"-Gauge. 50 lb.Rail. 27-Miles of Track on 23 Miles of Streets.
37-Motor Cars.(G.E.System)
Office-30th. & San Jose Ave.

From Poor's-1902:
SAN FRANCISCO & SAN MATEO ELECTRIC RY.
70-Motor Cars. 1-Funeral Car.
1-Power Station.

MILL VALLEY & MT.TAMALPAIS SCENIC RY.
4'-8½"-Gauge. Main Line-8.19 Miles.Branch-2.88
OPEN-Mill Valley to top Mt.Tamalpais-Aug.21,1896.
-Muir Woods Branch- 1907. Gravity
on branch,to Muir Woods. Grades, average,
5%, Steepest-7%. 9°-Curve.(Radius-70')

Reorganized-1913:
MT.TAMALPAIS & MUIR WOODS RR.

Abandoned-1930.

LOCOMOTIVES:
1-Shay. 498- 8"x 8".(3) -20 Tons.
2-Heisler. 14"x 12"- -35 Tons.
3-Shay.
4- " . 1903.
5- " .
6-Porter 0-4-0T, 1906.
7-Shay. 1908.
8- " . 1912.
9-Heisler.1921. 13"x 12"-33"
The Porter rod engine was used to operate a local service from Mill Valley up Blythe Canyon, with one car. "Lee Street Local" -2 Miles.

See "Locomotive Engineering"-March,1897-P.-217.

CARS-LOCOS- RED- IN 1923-

OAKLAND
-CALIFORNIA-
LOS ANGELES
CALIFORNIA

SAN RAFAEL & SAN QUENTIN RR. Chtd.-Feb.25,1869.
36"-Gauge. LINE- 3.24 Miles.
OPENED:- March-1871.

Leased- March 11,1875- to:-
NORTH PACIFIC COAST RR.CO.

Succeeded by- 1902:-
NORTH SHORE RR. Chtd.-July 10,1902.
LINES: -Sausalito to Cazadero- 77.83 Mi.
San Anselmo to San Rafeal- 1.98 Mi.
Mill Valley Jcn.to Mill Valley-1.74 Mi.
Total- 81.55 Mi.
2nd Track- 9.35 Mi.
Sidings- 22.26 Mi.
Leased- (S.R.& S.Q.RR.)- 3.24 Mi.
36"-Gauge, with 3rd. rail making 4'-8½" gauge on 15.46 miles of line and on 9.35 miles of 2nd. track. 35 to 60 lb. Rail.
Electric Operation- (4'-8½")- between Sausalito and San Rafael.
14- Locomotives- 36" gauge.
49- Coaches-(for Steam Operation.)
3- Baggage, etc.
62-Box. 16-Stock. 178-Flat. 4-Tank Cars.
33- Electric Cars- 4'-8½" gauge.
4- Ferry Steamers.
Office- San Francisco.
A.W.Foster-Pres.

EAST SHORE & SUBURBAN RY.
4'-8½"-Gauge. TRACK- 12½ Miles.
16- Cars.
1- Power Station, Power purchased, Cal.G.& E.Corp.
Office- Richmond.
C.E.Worden- Pres. (Poor's-1906)

SOUTH SAN FRANCISCO RR.& POWER CO. Ctd-Mch.3,1903.
4'-8½"-Gauge. TRACK- 4.4 Miles.
3- Motor Cars. Power Purchased.
OPEN- Dec.31,1903.
LINE: From connection with San Mateo line at Holy Cross Cemetary- to Fullers, South S.F.
Office- Rialto Blg. S.F.
W.J.Martin- Pres. (Poor's-1904-06)

EAST SHORE & SUBURBAN RY.

4'-8½"-Gauge. TRACK- 12½ Miles.
16- Cars.
1- Power Station, Power purchased, Cal.G.& E.Corp.
Office- Richmond.
C.E.Worden- Pres. (Poor's-1906)

SOUTH SAN FRANCISCO RR.& POWER CO. Ctd-Mch.3,1903.

4'-8½"-Gauge. TRACK- 4.4 Miles.
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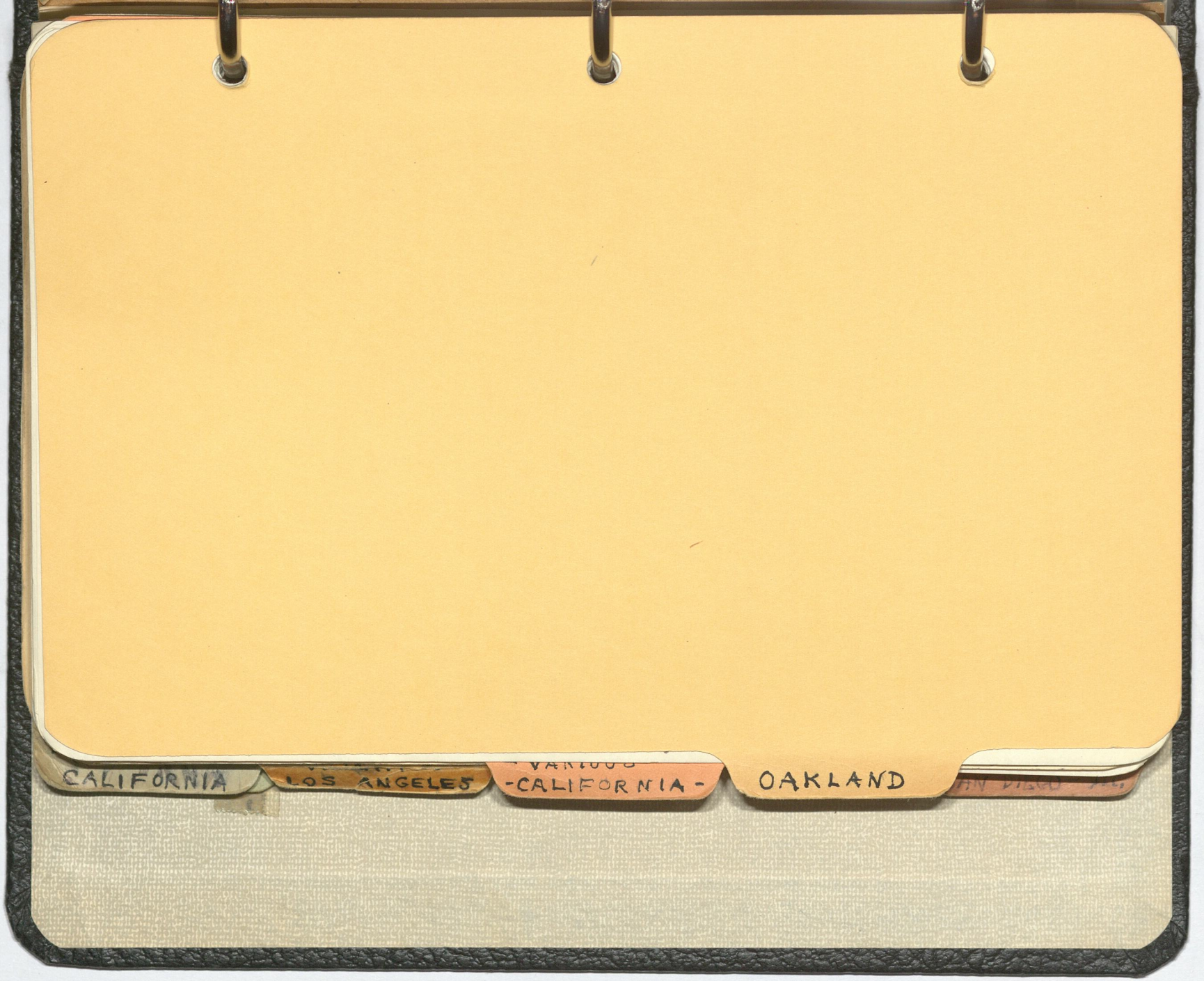
Holy Cross Cemetary- to Fullers, South S.F.
Office- Rialto Blg. S.F.
W.J.Martin- Pres. (Poor's-1904-06)


CALIFORNIA
LOS ANGELES
-CALIFORNIA-
OAKLAND

OAKLAND.

OAKLAND TRANSIT CO.
Consolidation of- March, 1898:
ALAMEDA,OAKLAND & PIEDMONT ELECTRIC RR.
CENTRAL AVENUE RY.
EAST OAKLAND STREET RY.
HIGHLAND PARK & FRUITVALE RR.CO.
OAKLAND CONSOLIDATED STREET RR.CO.
PIEDMONT & MOUNTAIN VIEW RY.CO.

OAKLAND TRANSIT CONSOLIDATED CO.
Consolidation of- March 29,1901:
OAKLAND TRANSIT CO.
OAKLAND RR.CO.
42" & 4'-8½"-Gauges. 35-62 lb.Rail.
TRACK: -134.25 Miles.
120- Cars. (Poor's-1902)

Purchased- Aug.1,1901, Cons.-March 29,1902:
OAKLAND,SAN LEANDRO & HAYWARDS ELECTRIC RY.CO.

OAKLAND TRACTION CONSOLIDATED. -Inc.Sept.30,1904.
Consolidation of:
OAKLAND TRANSIT CONSOLIDATED CO.
WEBSTER STREET & PARK RY.

OAKLAND TRACTION CO. Inc.- Nov.8,1906.
Consolidation of:
OAKLAND TRACTION CONSOLIDATED.
BERKELEY TRACTION CO.
42" & 4'-8½"-Gauges. 35-75 lb.Rail.
TRACK: -161 Miles.
175- Motor Cars.
10- Trailors.
2- Horse Cars.
20- Misc. Cars. Total-207. (Poor's-1909)

OAKLAND.

OAKLAND TRANSIT CO.
Consolidation of- March, 1898:
ALAMEDA,OAKLAND & PIEDMONT ELECTRIC RR.
CENTRAL AVENUE RY.
EAST OAKLAND STREET RY.
HIGHLAND PARK & FRUITVALE RR.CO.
OAKLAND CONSOLIDATED STREET RR.CO.
PIEDMONT & MOUNTAIN VIEW RY.CO.

OAKLAND TRANSIT CONSOLIDATED CO.
Consolidation of- March 29,1901:
OAKLAND TRANSIT CO.
OAKLAND RR.CO.
42" & 4'-8½"-Gauges. 35-62 lb.Rail.
TRACK: -17¼.25 Miles.
120- Cars. (Poor's-1902)
Purchased- Aug.1,1901, Cons.-March 29,1902:
OAKLAND,SAN LEANDRO & HAYWARDS ELECTRIC RY.CO.

OAKLAND TRACTION CONSOLIDATED. -Inc.Sept.30,1904.
Consolidation of:
OAKLAND TRANSIT CONSOLIDATED CO.
WEBSTER STREET & PARK RY.

OAKLAND TRACTION CO. Inc.- Nov.8,1906.
Consolidation of:
OAKLAND TRACTION CONSOLIDATED.
EMERYVILLE TRACTION CO.
4'-8½"-Gauges. 35-75 lb.Rail.
TRACK: -161 Miles.
175- Motor Cars.
10- Trailers.
2- Horse Cars.
20- Misc. Cars. Total-207. (Poor's-1909)

OAKLAND.

OAKLAND RR.CO.
36"-Gauge. 60 lb.Rail. MAIN LINE- 8 Miles.
9-Cars.
83-Horses.
OFfice-21st.& Jones Sts. (921 Broadway in 1889)
J.G.Blair-Pres.
G.Y.Loring-Supt. (Poor's-1890)

OAKLAND CABLE RY.CO.
36"-Gauge. 40 lb.Rail. MAIN LINE- 5 Miles.
10-Cars.
Office & Officers- same as above. (Poor's-1890)

OAKLAND RR.CO.
36"-Gauge. 40-72 lb.Rail. LINE- 16.2 Miles.
5.2-Miles- Cable.
11 - " - Electric. Thompson-Houston System.
12-Cable Cars.
20-Electric Cars.
Office- San Pablo & 20th.Sts.
G.Y.Loring-Supt.
Chartered- Jan.27,1888. Owned by S.P.CO.
(Poor's-1896)

ALAMEDA,OAKLAND & PIEDMONT RR.CO. -July 1,1875.
(Open)
36"-Gauge. 16-20 lb.Rail.
LINE: -4 Miles.
12- Horse Cars. 2-Veh.
25- Horses.
Office-Alameda.
T.Meetz-Pres. L.Koenig-Supt. (Poor's-1889)

ALAMEDA,OAKLAND & PIEDMONT RR.CO. ELECTRIC.
42"-Gauge. 46 lb.Rail.
LINE: -18 Miles.
16- Electric Motor Cars. General Electric System.
(Poor's-1896)

OAKLAND.

CENTRAL AVENUE RY.
42"-Gauge. 40 lb.Comb.Rail.
MAIN LINE: -4.75 Miles.
Branch - .5 " .
2nd.Tr. -2.63 " .
6- Cars. G.E.System.
1-Power Station with 1-Engine.
Office- 12th.& Kirkham Sts.
W.F.Beck-Pres. (Poor's-1896)

EAST OAKLAND STREET RY.
4'-8½"-Gauge. 45 lb.Comb.Rail. LINE- 11 Miles.
14- Motor Cars. G.E.System.
Office- 458 9th.St. (Poor's-1896)
Receiver- April, 1894.
(Line-6 Miles, 11-Motor Cars. -Poor's-1895)

HIGHLAND PARK & FRUITVALE RR. Open- 1878.
4'-8½"-Gauge. 40-50 lb.Rail. (Horse Car Line)
MAIN LINE: -10.5 Miles.
2nd.Trk: - 3.5 " .
Opened as Trolly Line- March, 1893.
8- Motor Cars. -Double-deck. Pullman. Yellow ?- Slevin-
(Former Horse Cars)
2-Service Cars.
1-Power Station with 1-Engine.
Office-1118 Broadway.
E.C.Sessions-Pres. J.E.Morris-Supt.
F.J.Woodward-Receiver & Mgr. (Poor's-1896)

BROOKLYN & FRUITVALE RR.CO.
MAIN LINE: -2¼ Miles.
5-Cars. 19-Horses.
Office-1106 Broadway.
E.C.Sessions-Pres. J.Hunt-Supt. (Poor's-1890)

OAKLAND,BROOKLYN & FRUITVALE RR.CO.
60"-Gauge. 35 lb.Rail. MAIN LINE-2.45 Miles.
4-Cars. 25-Horses.
Office- 301 Central Ave.-East Oakland.
Hiram Tubbs-Pres. Jas.Dixon-Supt.(Poor's-1890)
(Owned by James Fair & Central Pacific RR.)

OAKLAND.

BROADWAY, BERKELEY & PIEDMONT ST.RR.CO.
60"-Gauge. 40-lb.Rail. MAIN LINE- 6 Miles.
24-Cars.
100-Horses.
Office- 522 14th.St.
W.B.Morse-Pres. M.Howe-Supt. (Poor's-1890)

FOURTEENTH ST.RR.CO.
60"-Gauge. 25-40-lb.Rail. MAIN- 6.4 Miles.
12-Cars. 2-Veh. 2nd.- 1.2 " .
65-Horses.
Office- 522 14th.St. (Poor's-1890)
P.J.Van Löben-Sels-Pres. W.B.Morse-Supt.

CONSOLIDATED PIEDMONT CABLE CO.
42" & 60"-Gauges. 25-40 lb.Girder Rail.
LINES: 6- Miles-Horse Car. 17-Cars.
13- " -Cable. 25-Grip Cars.
5- " -Electric. 5-Motor, 5-Trailors.
Total- 24- Miles.
SOLD-Forclosure-Feb.1895-Reorganized as:
PIEDMONT & MOUNTAIN VIEW RY. -March 25,1895.
42" & 60"-Gauges. 38-40 lb.Rail.
LINES: Same as above.
CARS- 12-Horse, 24-Grip, 11-Motor.
Office-Oakland.
C.Bishop-Pres. (Poor's-1896)

OAKLAND CONSOLIDATED STREET RY. -Inc.-1890.
42"-Gauge. 52 lb.Rail.
LINES: -16 Miles of Streets, 25 Miles of Track.
28- Motor Cars, G.E.System.
1-Power House: 4-1000hp.-Tubular Boilers.
2- 600hp.-Corliss Engines.
4- 460hp.-Edison Generators.
Office- 47th.& Grove Sts.

OAKLAND & BERKELEY RAPID TRANSIT CO.
Consolidated with above. (Poor's-1896)
1st.Electric Line in Oakland- 1891.
8- Cars from Carter Bros, Newark, Calif. (Joslyn)

SAN DIEGO
VARIOUS
-CALIFORNIA-
LOS ANGELES
CALIFORNIA

OAKLAND, SAN LEANDRO & HAYWARDS ELECTRIC RY.
42"-Gauge. 35-40-56 lb. Rail. Consolidated.
LINES; -G.E. Trolley- 22-Miles.
29-Motor Cars.
2-Trailors.
-Additional Track- 7-Miles.
2-Horse Cars.
1-Power Station with 3-Engines.
Office- 908 Broadway.
W. Meek-Pres. (Poor's-1896)

23RD. AVENUE ELECTRIC RY. CO.
Consolidated with above- May 8, 1894.

East Bay St. Ry. Co.
" " Transit.
{Claremont, University & Ferries R.R. (HORSE)
View- West Berkeley-1895-

OAKLAND.

SAN FRANCISCO, OAKLAND & SAN JOSE RY.-June 13, 1902.
4'-8½"-Gauge.
LINE:-Emeryville to Oakland & Berkeley-10 Miles.
10-Motor Cars. (Double-Track)
23-Trailors.
3- Ferry Boats.
Office- 708 San Pablo Ave.
E.A.Heron-Pres. W.H.Martin-V.P.
Controlled by OAKLAND TRACTION CONSOLIDATED interests. Completed as above- 1903-1904.
Projected to San Jose, with branches to Los Gatos, Saratoga and Santa Clara- Total- 93 Miles. Also tunnel proposed to Goat Island, from Pier-head at Emeryville. (Poor's-1904)

Condition- 1906:
LINE-Emeryville-Piedmont-Berkeley-Oakland- 14.32-
(Extensions building) miles- Double-track.
20- Motor Cars.
28- Trailors.
3- Ferry Boats.
"Realty Syndicate"- controls this road and Oakland Traction Co.

SAN DIEGO
- VARIOUS -
CALIFORNIA
LOS ANGELES
CALIFORNIA

CALIFORNIA
LOS ANGELES
-NEVADA RR'S-
- STREET RR & SHORTLINES.
- VARIOUS -
-CALIFORNIA -

ARCATA & MAD RIVER RR.CO. Inc.-Dec.29,1881.
Opened- 1893.
LINES: Arcata Wharf to Korbel- 14. Miles.
Korbel to Canyon Creek- 7.25 " .
6- Locomotives. Sidings- 6.75 " .
5- Passenger Cars.
7- Box, 20-Flat, 40- Service Cars.
Owned by NORTHERN REDWOOD LUMBER CO.
(Moody's-1917)

ARCATA & MAD RIVER RR.CO.
LINES: 7 Miles- 4'-8½" Gauge.
6 " - 3'-9¼" " . (45¼")
3- Locomotives. (Oil)
211-Freight Cars. 4-Misc. Cars.
(Pocket List, RR.Officials-1936)

SAN DIEGO
LOS ANGELES
CALIFORNIA

ARCATA & MAD RIVER RR.CO. Inc.-Dec.29,1891.
Opened- 1895.
LINES: Arcata Wharf to Korbel- 14. Miles.
Korbel to Canyon Creek- 7.25 " .
6- Locomotives. Widths- 6.75 " .
5- Passenger Cars.
7- Box, 20f-Flat, 40- Service Cars.
Owned by NORTHERN REDWOOD LUMBER CO.
(Moody's-1917)

ARCATA & MAD RIVER RR.CO.
LINES: 7 Miles- 4'-8½" Gauge.
6 " - 3'-9½" " . (4'8½")
3- Locomotives. (Oil)
211-Freight Cars. 4-Misc. Cars.
(Pocket List, RR.Officials-1936)

IONE & EASTERN RR. Inc.-April 12,1904. (STEAM)
4'-8½"-Gauge. 50 lb.T-Rail.
LINE: (Under Construction)
Ione to Jackson- 15 Miles.
Branch to Amador City- 5 Miles.
OPERATING:
Ione to Martell- 13 Miles.
Office- San Francisco.
Chas.Errickson-Pres. (Poor's-1906)

Sold-Forclosure-Aug.22,1908.
Succeeded by:- Jan.1,1909-
AMADOR CENTRAL. Inc.-Sept.24,1908.
LINE: Ione to Martell- 12 Miles.
Sidings- 2.48 Miles.
3- Locomotives.
11-Cars. (Moody's-1917)
Passenger & Freight Business. Office- Martell.

AMADOR CENTRAL RR.CO.
LINE- 12 Miles.
2- Locomotives. (Oil)
1- Passenger Car.
4- Freight Cars. (Pocket List,RR.Officials-1936)

SAN DIEGO
LOS ANGELES
CALIFORNIA

AMADOR CENTRAL RR.CO.
LINE- 12 Miles.
2- Locomotives. (Old)
1- Passenger Car.
4- Freight Cars. (Pocket List,RR.Officials-1936)

BAKERSFIELD & KERN ELECTRIC RY. Open-Feb.17,1901.
4'-8½"-Gauge. 50 lb.Rail.
LINE: -7½ Miles.
7- Motor Cars. (Poor's-1902)

Succeeded in 1903 by:-
POWER,TRANSIT & LIGHT CO.
LINE: -9 Miles. (Bakersfield to Kern)
Office- Bakersfield.
C.N.Beal-Pres. (Poor's-1904)

SAN DIEGO
LOS ANGELES
CALIFORNIA

CHICO ELECTRIC RY.CO.
Succeeded by:-
NORTHERN ELECTRIC CO.
4'-8½"- Gauge. 60 lb.T.Rail.
LINE: (1906) -Chico to Oroville- 30 Miles.
Construction in progress on line from Red Bluff to Sacramento, via- Chico- Oroville- Yuba City- and Marysville, with branches to Colusa, Meridian and Orland. Total- 194 Miles.
Office- Chico & Shreve Blg., San Francisco.
H.A.Butters-Pres. F.A.Ross-G.M. (Poor's-1906)

EUREKA STREET RR.CO. Opened-Aug.21,1888.
4'-8½"-Gauge. 14-34 lb.Rail.
LINE: -3 Miles.
6- Cars.
25-Horses.
J.Sowash-Pres. R.F.Fernald-Supt. (Poor's-1889)

Condition- 1896:
LINE: -4 Miles.
5- Closed Cars.
1- Open Car.
7- Horses, 13- Mules.

HUMBOLDT TRANSIT CO. (Eureka) OPEN- Sept.15,1903.
4'-8½"-Gauge. 45-60 lb.Rail.
TRACK: -8½ Miles. (6½ Miles more under const.)
6- Electric Motor Cars. (Poor's-1904)
J.C.Bull Jr.-Pres.

1906: LINE:-11.3 Miles.
9-Closed Motor Cars, 3-Closed & 1-Open Trailors.
J.A.Dawson- Pres.

1909: -15-Cars. G.Hazelton-Pres.

SAN DIEGO
LOS ANGELES
CALIFORNIA

DIAMOND & CALDOR.
36"-Gauge.
LINE:- Diamond Springs to Caldor- 34 Miles.
5- Locomotives.
80-Cars.
Principally a lumber road, owned by Calif.Door Co.
(Moody's-1917)

EEL RIVER & EUREKA RR. Open-Aug.29,1884.
Std.-Gauge. 50 lb.Rail.
LINE: Eureka to Burnells- 25 Miles.
Sidings- 5 " .
3-Locos.
7-Passenger Cars.
2-Bag,etc.
10-Box, 2-Stock, 26-Flat, 115-Road Cars.
Office-Eureka. (Poor's-1894)

Year to June 30,1894:

Train Miles-Mixed-	56,100
Ton-Miles-	126,880
Passenger Miles-	668,574
Passengers Carried-	37,143

SAN DIEGO
LOS ANGELES
CALIFORNIA

DIAMOND & CALDOR.
36"-Gauge.
LINE:- Diamond Springs to Caldor- 34 Miles.
5- Locomotives.
80-Cars.
Principally a lumber road, owned by Calif.Door Co.
(Moody's-1917)

SMI. RIVER & EUREKA RR. Open-Aug.29,1884.
Std.-Gauge. 50 lb.Rail.
LINE: Eureka to Burnella- 25 Miles.
Siding- 5 " .
3-Locos.
7-Passenger Cars.
2-Bag,etc.
10-Box, 2-Stock, 26-Flat; 115-Road Cars.
Office-Eureka. (Poor's-1894)
Year to June 30,1894:
Train Miles-Mixed- 56,100
Ton-Miles- 126,880
Passenger Miles- 668,574
Passengers Carried- 37,143

FRESNO RR.CO.
4'-8½"-Gauge. 20 lb.Rail. ROAD- 3 Miles.
6-Cars. 8-Horses.
L.Leach-Pres.
N.I.Baldwin-Sec.-Supt. (Poor's-1889)
1888:-Earnings-$2,951. Expenses-$3,581.

7-Cars. 7-Horses. TRACK- 4.52 Miles.
)Poor's-1896-1902)

FRESNO CITY,BELMONT & YOSEMITE RR.-Chtd-Oct.1887.
4'-8½"-Gauge. 20 lb.Steel Rail. LINE- 2 Miles.
3-Cars. 10-Horses.
E.C.Winchell-Pres.
I.Tielman-Chf.Engr.
Projected- Fresno City to Eggers- 7 Miles.
- " " to Dry Creek- 4 " .
Completed- " " to Belmont. 2 " .
Cost- $20,000. (Poor's-1889)

7-Cars. 20-Horses. TRACK- 4.05 Miles.
(Poor's-1902)

FRESNO TRACTION CO. Inc.-Sept.21,1903.
4'-8½"-Gauge. 61 lb.T-Rail. TRACK- 11½ Miles.
8- Electric Motor Cars.
6- Trailors.
A.C.Balch-Pres. (Poor's-1904)
Purchased: FRESNO CITY RY.CO.- May, 1903. (By H.E.Huntington & Associates) Projected: Fresno to Wawano- 79 miles, also to Selma, Trimmer's Springs, Central & Washington Colonies-
Total- 196 miles.

MARYSVILLE & YUBA CITY STREET RY.CO.
Gauge given in Poor's- 1890 -4'-8½".
" - 1896 -36".
" - 1902 442".
" - 1904-6 -42".
4- Cars.
8- Horses.
Chartered- April 17,1889.
Office- Marysville. (Poor's-1890)

SAME- Poor's- 1902-4-6:
7- Cars.
16-Horses. 16-20 lb.Rail.
A.C.Bingham- Pres-Supt.

MC.CLOUD RIVER RR.CO. -Inc.-1897.
LINE-Sisson to Engineer Station. & Logging Brs.
Total-89.77 Miles. 16.75 Sidings.
14-Locos. 465-Cars. (Moody's-1917)
CONDITION-1936: (RR Officials Pocket List)
LINES-61 Miles.
13-Locos-(Oil)
4-Passenger Cars, 439-Freight- 26-Misc.

SAN DIEGO
LOS ANGELES
CALIFORNIA

MONTEREY & PACIFIC GROVE ST.RY.& ELECTRIC POWER CO.
42"-Gauge. 20 lb.Rail. (HORSE)
TRACK- 5 Miles.
8-Horse Cars.
45-Horses. (Poor's-1891)
OPENED: -2 Miles in Monterey- April 30,1891.
-To Center, Pacific Grove- Aug. 6,1891.
Connects- Del Monte, Oak Grove, Monterey and Pacific Grove.

11-Horse Cars, 40-Horses. (Poor's-1902)

NAME CHANGED- 1903- to:
MONTEREY & PACIFIC GROVE RY. (ELECTRIC)
42"-Gauge. 50-lb.Rail.
TRACK- 6½ Miles.
7- Closed Motor Cars.
3- Open Motor Cars.
Electrified- May 15,1903.
1- Power Station with 2- Engines.
Office- Monterey.
J.M.Gardiner-Pres.
C.W.Allen-Supt. (Poor's-1906)
Owned by- MONTEREY COUNTY GAS & ELECTRIC CO.

The 1st. horse cars were ex trailers of the California St. Cable Ry.Co. Same decoration and paint used, except lettering. These same cars were later set up on heavy underframes and equipt with electric trucks.

JAN 1950
LOS ANGELES
CALIFORNIA

Poor's-1890.

NORTH PACIFIC COAST RAILROAD CO.
Gauge-3'. Rail-(Steel, 37¾ Miles)-35 to 56 lb.
Line.-Total-86¼ Miles. Sidings-12 Miles.
Main, Saucelito to Duncan's Mills- 73.25m.
Branch, Junction to San Rafael- 2.00
Leased-
San Rafael & San Quentin-RR. 3.50
Northwestern RR. Duncan's to Ingram's 7.50
Chtd.-Dec.16,1871. Opened to Duncan's,
May 15,1877. Leased SR.&SQ.RR.(43 years)-
March 11,1875.
10-Locomotives. (Dec.31,1889)
25-Passenger Cars.
5-Baggage-Mail-Express Cars.
30-Box, 13-Stock, 251-Platform Cars. 2-Caboose
2-Steam Ferries. 1-Tug. 2-Freight Car Barges.

Ferry Lines- San Francisco to Saucelito-6 Mi.
" " " San Quentin-11½.

SAN RAFAEL & SAN QUENTIN RR.
" " to " " -2.50 Miles.
Total-2.83 Miles. -(Doesnt check with NPCRR.)
Chtd.-Feb.25,1869. Opened-March,1871.
Leased as above- $1 per annum.

SOUTH PACIFIC COAST RAILWAY CO.
Gauge-3' Rail-(Steel-55.01 Miles)-50-56 lb.
Lines: Total,(Dec.31,1888)-104 Miles.
SanFrancisco to Santa Cruz- 80.6 Mi.
Alameda Jcn. to 14th.St. Oakland- 1.8
Newark to Centreville- 3.
Campbells to New Almaden- 9.6
Felton to Boulder Creek- 7.3
Jcn.South Big Trees to Old Felton- 1.7
Second Track-8.96 Mi. Sidings-35.08 Miles.
Consolidation-May 23,1887- South Pacific Coast
-Santa Cruz & Felton-Bay & Coast-Oakland
Township-San Francisco & Colorado River-Felton
& Pescadero-Almaden Branch RR. Co. Leased to S.P.
July 1,1887.

21-Locos- 6 Bag-Mail-Exp- (DEC-31-1889)
71-Pass Cars. 143-Box- 383-Plat
2-Parlor- 4-FERRY-STEAMERS- 7-Caboose- 2-other-

SAN DIEGO
LOS ANGELES
CALIFORNIA

SOUTH PACIFIC COAST RAILROAD.
36"-Gauge. 30-35 lb. Rail.

Newark to Junction-(Felton)-	45.3	Miles.
Leased: OAKLAND TOWNSHIP RR.-	.9	" .
(Oakland to San Antonio Creek)		
BAY & COAST RR-	24.1	" .
(San Antonio Creek to Newark)		
SANTA CRUZ & FELTON RR.	5.9	" .
Sidings-9.68 Miles. Total Line-	76.2	Miles.

14-Locomotives.
50-Passenger Cars.
7-Mail-Baggage.
70-Box. 235-Platform. 74-Other Cars & Trucks.

3-Steam Vessels.

1882: Passengers-896,659. Pass-Miles-12,450,900.
Freight-119,396 Tons. Ton-Miles-3,670,845.

Train-Miles:Pass-209,184. Freight-102,468.
(Poor's-1883)

SOUTH PACIFIC COAST RAILWAY-S.F to Santa Cruz.
36"-Gauge. 50-56 lb. Rail. Line-80.6 Miles.

Oakland Branch-	1.8	Miles.
(Alemeda Junction to 14th. Street)		
Centreville Branch-	3.	" .
(Newark to Centreville)		
Almaden Branch-	9.6	" .
(Campbell to New Almaden)		
Boulder Creek Branch-	7.3	" .
Felton to Boulder Creek)		
Old Felton Branch-	1.7	" .
(Felton Jcn. to Old Felton)		
Total Branches-	23.4	Miles.

Total Lines-104 Miles. 2nd.Track-8.96. Side-31.5

20-Locomotives.
73-Passenger Cars.
5-Bag-Mail-Exp.
143-Box. 382-Platform. 7-Caboose. Total-610.

4-Ferry Steamers. (Poor's-1889)

Continued.

SAN DIEGO
LOS ANGELES
CALIFORNIA

Continued.

SOUTH PACIFIC COAST RAILWAY.
Consolidation-May,23,1887:-
SOUTH PACIFIC COAST RR.
SANTA CRUZ & FELTON RR.
BAY & COAST RR.
OAKLAND TOWNSHIP RR.
SAN FRANCISCO & COLORADO RIVER RR.
FELTON & PESCADERO RR.
ALMADEN BRANCH RR.
Leased to Southern Pacific Co. -July 1,1887.

SAN DIEGO
LOS ANGELES
CALIFORNIA

SANTA CRUZ RAILROAD Chrtd- June 8,1873.
36"-Gauge. 35 Lb. Rail. Open- May 23,1876.
Santa Cruz to Pajaro Depot- 21.5 Miles.
Sidings- Etc.- 1.87 " .
3-LOCOS, 6-Passenger Cars- 1-Express,etc.
29- Freight- 7- Service Cars.
OFFICE- Santa Cruz. (Poor's- 1880)
SOLD- FORCLOSURE- Nov.-1882.

SANTA CRUZ & FELTON RAILROAD -Chtd-aug.26,1874.
36"-Gauge- 35 Lb.Rail. -Open-Oct.13,1875.
Santa Cruz to Feltonville- 9. Miles.
Sidings-Etc.- 1. " .
2- LOCOS- 2- Passenger Cars.-
6- Boxcars- 3- Platform- 6- Service- 2-Handcrs.

(Poor's- 1880)
Consolidated-South Pacific Coast Ry-May 23,1887.
Latter Leased to S.P.- July 1,1887.

MONTEREY & SALINAS VALLEY RR CO.
36"- Gauge- 15.56 Miles- OPENED- 1875.
(Lst Run-Sept.11,1874- 4- Miles)
LOCOS-
1- "C.S.ABBOTT" -BLW-3625- 1874. 2-6-0. 40"-D.
2- "MONTEREY" -BLW-3682- 1875. 4-4-0. 43"-D.
Both- 12"x 16" Cyl.
Sold-SP-Aug.1879. Forclosure-Dec.22,1879.
ORGANIZED- Jan.24,1880:-
MONTEREY RAILROAD
Monterey to Castroville- 18.5 Miles. 50-Lb.Rail.
Line Changed to 4'-8½"- Gauge- to run from
Castroville instead of Salinas. Intends to
Erect Extensive Hotels- Etc.- at Monterey.
OPERATED by S.P.R.R.CO. (Poor's- 1880)

SAN DIEGO
LOS ANGELES
CALIFORNIA

NEWARK & CENTERVILLE. (Horse-car line of South Pacific Coast Ry.)
36"- Gauge.

PHOTOS - 1895 - 1904-

NEVADA COUNTY TRACTION CO. (Grass Valley, Calif.)
4'-8½"-Gauge. 70 lb.T-Rail.
LINE: -5½ Miles. Track-5.7 Miles.
4- Closed Motor Cars.
1- Work Motor Car.
Power purchased.
OPENED: 1901. Org.- April 11,1901.
Office- 2510 Fillmore St., San Francisco.
John Martin- Pres. C.C.Skewes- Supt. (Poor's-1906)
(Office was -324 Pine St., S.F. in 1904)

SAN DIEGO
LOS ANGELES
CALIFORNIA

Poor's-1890.

NEVADA COUNTY NARROW GAUGE RAILROAD CO.
Gauge-3'. Rail-(6 Miles, Steel)-35 lb.
Line-Colfax to Nevada City- 22.64 Miles.
Chtd.-April 4,1874. Sidings-4 Miles.
Open-Grass Valley-April 17, 1876.
" Nevada City -May 24,1876.
3-Locomotives. -(June 30,1889.)
2-Passenger Cars.
Baggage, Combination-2.
20-Box, 25-Platform, 4-Other Cars.
Office-Grass Valley, California.

SAME-1883 EXC. FREIGHT CARS

SAME-1880 EXCEPT-16-BOX 20-PLATFORM-3-SERVICE

POOR'S-1890-1896- 3-LOCOS. 3-PASS. CARS. 2-COMB. 21-BOX- 28-FLAT- 4-OTHER- TOTAL-58-

NEVADA-CALIFORNIA-OREGON RAILWAY. (POOR'S-1890)
Gauge-3'. Rail-(Steel-40.05 Miles)-30-35-40 lb
Line; Total-70-Miles: Sidings-2.34 Miles.
Reno, Nev. to Calif. State Line- 28.14 Mi.
State Line to Liegan(Lassen Co.)- 41.86 "
Chtd. (NEVADA & OREGON RR. CO.)-April 25,1881.
Opendd-31 Miles,Reno, Northwest- Oct. 2,1882.
Forclosed, purchased,acc. bond holders,4-17-84
In progress of extension,(1890) 53 miles over mountain range north of Honey Lake to Madelain Plain. Is private property, Office-Reno, Nev.
4-Locomotives.
4-Passenger Cars.
8-Box, 21-Platform. 2-Section Cars.
10-4-Wheel Cars.
2- Cabooses.

PACIFIC COAST RAILWAY CO. (POOR'S-1890)
Gauge-3'. Rail-(Steel,55 Miles)-53lb.Iron-40lb
Line:
Port Hartford, to Los Olivos- 76.1 Mi.
Sidings- 5 " .
Consolidation-Sept.22,1882;
San Luis Obispo & Santa Maria Valley RR.Co.
Pacific Coast Ry. Co.
5-Locomotives.
7-Passenger Cars.
4-Baggage-Mail-Express.
23-Box, 160-Platform, 9-Stock,20-Other Cars.

(1896) 6-LOCOS- 6-PASS. 2-BAG. ETC. 2-COMB. 23-BOX- 159-FLAT. 11-STOCK. 19-OTHER. 2-VELOCIPEDES. TOTAL-220-

OVER

SAN DIEGO

LOS ANGELES

CALIFORNIA

SAN LUIS OBISPO & SANTA MARIA RAILROAD.
Port Hartford to Arroya Grande- - 26.2 Miles.
Completed & operating
(Poor's-1883)-20 miles. Sidings-1.03 mi.
36"- 42-lb. Chd. April22,1875
Opened-Sept. 1876.
2-Locos. 30-Cars. (POOR'S - 1883)
Year-1881:
Passengers-3,920. Freight-19,698 Tons.
Train-Miles: Pass-13.414. Frt.-67,076.

EUREKA & PALISADE RR.CO. Inc.-Dec.-1873.
36" Gauge. 35 Lb. Rail. Chtd.-March, 1874.
Opened-Oct.22,1875.
LINE- Eureka to Palisade- 84 Miles.
Sidings- 10 Milee.
Rolling Stock-1876. (POOR'S- 1876)
4- Locomotives. 3-Passenger, 58 Freight Cars.
Office- Eureka. E.MILLS-Pres. P.EVANS-Supt.

SAME- 1890 & 1896 POOR'S.
4-Locomotives. 2-Passenger- 2-Baggage, etc.
21-Box- 3-Stock- 95-Flat.- 2-Caboose Cars.
Office- Palisade.

Reorganized- Feb.1,1902- to form-
EUREKA & PALISADE RY.- Inc.- July 10,1901.
M.L.REQUIA-Pres. G.D.ABBOTT-Supt.

Reorganized- Service Resumed- May 6,1912-
after two year lapse due to floods- April, 1910

RUBY HILL RR.CO. (To Eureka Consolidated
36" Gauge, 35 Lb. Rail. LINE- 7 Miles. Mine)
2- Locomotives. SIDINGS- 2 Miles.
30- Ore Cars.
Office- Eureka. P.EVARTS-Pres.
(POOR'S- 1889 & 1892.)

LOCOMOTIVES.-
1-"RUBY HILL"- BLW-3732- 1875. 0-6-0T.
10" X 16"- 36".
2- BLW-4036- 1876. 0-6-0.
12" X 16"- 37".

CALIFORNIA LOS ANGELES

E & P LOCOMOTIVES.

1-	"EUREKA"- Brooks-167.	2-6-0	11" X 16"	-38"	Built for Salt Lake Sevier Valley & Pioche-
2-	"ONWARD"- BLW-3638-1874.	2-6-0	12" X 16"	-40"	Sold-1879 to N.C.-No.1.
3-	"TYBO" - BLW-3701-1875.	2-6-0	12" X 16"	-40"	
4-	"EUREKA"- BLW-3763-1875.	4-4-0	12" X 16"	-42".	SOLD-1896-Hobert Estate No. 5.
5-	"PALISADE"-" -3826-1876.	4-4-0.	12" X 16"	-42".	
6-	"REVEILLE"-" -4375-1878.	2-6-0.	13" X 18"	-40".	
7-	"P.EVARTS"-" -6662-1883.	4-4-0.	14" X 18"	-41".	
8-	BLW-5283-1880.	4-4-0.	14" X 18"	-41".	

EL PASO DE ROBLES STREET RY. OPEN-Aug.14,1892.
36"-Gauge. 20 lb.T-Rail.
TRACK: -2½ Miles.
2- Cars.
2- Horses. (Poor's-1902)
A.M.Benham & Thaddeus Sherman-Owners.
(2¼ Miles, 3-Cars, 2-Horses- listed- 1906)

Built by M.S.Prince of Oakland, cars and rail from the Howard St. line in San francisco. Line- From S.P. Depot to the hotel and then to the mud baths. Portion from depot to hotel abandoned after a few years, but remaining line, about 1½ miles, operated till about 1915, one car only. Line sabotaged by unknown. (Spring St.)
-Owen McKeon in Western Railroadr.

SAN LUIS OBISPO STREET RY.CO. OPEN-Oct.18,1887.
36"-Gauge. 16 lb.Rail.
LINE: -2½ Miles.
5- Cars.
9- Horses.
W.C.Davis- Supt. (Poor's-1889)

Owned by- Goodall Syndicate Land Co.
SOLD- to West Coast Land Co.- Feb.1,1891.
Price- $20,113.29

SAN DIEGO
LOS ANGELES
CALIFORNIA

SOUTH HIGHLAND RR.CO.
6-Cars. 24-Horses. LINE- 5 Miles.
G.A.Swartuout-Pres.
C.C.Thompson-Supt. (Poor's-1889)
(Swartuout also Pres.-Highland RR.-Pasadena)

SACRAMENTO CITY STREET RR.CO.
60"-Gauge. MAIN- 5 Miles.
22-Cars. 60-Horses.
R.S.Carey-Pres.
G.W.Carey-Supt. (Poor's-1889)
30-Cars. 100-Horses. MAIN- 9 Miles.
(Poor's-1890)

SACRAMENTO ELECTRIC POWER & LIGHT CO.
Organized- Nov. 4,1892. Consolidation of:-
CENTRAL STREET RY.
SACRAMENTO CITY ST.RY.
HIGHLAND PARK.
CENTRAL ELECTRIC RY.CO.
Substituted Electricity for Horse Power.
4'-8½"-Gauge. 35-56 lb.Rail. LINE- 17 Miles.
32- Motor Cars. TRACK- 24½ " .
3- Trailors.
1- Power Station.
Albert Gallatin-Pres.
T.A.W.Shock-Supt. (Poor's-1896)

SACRAMENTO ELECTRIC,GAS & RAILWAY CO.
Consolidation- April 4,1896- of:
SACRAMENTO ELECTRIC POWER & LIGHT CO.
FOLSOM WATER POWER CO.
All electricity generated from water power at Folsom- 24 miles from Sacramento.
4'-8½"-Gauge. 35 to 60 lb.Rail. LINE- 16½ Miles.
40- Motor Cars. TRACK- 24½ " .
4- Railway Dynamos- 5000 hp.
Office- San Francisco.
John Martin-Pres. (Poor's-1904)

SAN JOSE.

FIRST ST.& SAN PEDRO ST.RR.CO.
F.C.Bethel-Pres-Supt. (Poor's-1889)

NORTH SIDE HORSE RR.CO.
36"-Gauge. 16 lb.Rail. MAIN-2¼ Miles.
3-Cars. 10-Horses.
Office-20 W.Santa Clara St.
J.Rich-Pres-Supt. (Poor's-1889-90)

PEOPLES RR.CO.
20-Cars. 70-Horses. MAIN-10 Miles.
A.Bishop-Pres. J.Rich-Treas.
E.Rosenthal-Sec. (Poor's-1890)

FIRST ST.& WILLOW GLEN RR.CO.
36"-Gauge. 20 lb.Rail. MAIN-7½ Miles.
9-Cars. 30-Horses.
Office-20 Santa Clara St.
J.Rich-Sole Owner. E.Rosenthal-Sec. (Poor's-1890)

WILLOW GLEN RR.CO. (Same information as above listed, except- 8-Cars) (Poor's-1890)

WILLOW GLEN RR.CO. MAIN-2½ Miles.
3-Cars. 20-Horses. (Poor's-1896)

FIRST ST.RR. -Chtd.-Mch.1890.
36"-Gauge. 35-lb.T,40-lb.Gdr.Rail. LINE-17 Miles.
26-Motor Cars, G.E.System.
9-Trailors.
Office-20 Santa Clara St.
J.Rich-Pres.-Sole Owner. (Poor's-1896)

SAN JOSE & ALUM (ROCK) PARK MOTOR CO. (Steam)
36"-Gauge. 30 lb.Rail. LINE- 4 Miles.
18-Cars.
R.H.Quincy.
Operations Suspended. (Poor's-1896)

ALUM ROCK PARK RR.
36"-Gauge. 35 lb.Rail. TRACK- 8.05 Miles.
3- Locomotives.
10-Cars.
H.Center- Owner & GM.
Office-San Jose. (Poor's-1901)
SOLD -1901- TO SAN JOSE & SANTA CLARA RY-

SAN JOSE
CALIFORNIA
LOS ANGELES

SAN JOSE.

FIRST ST.& SAN PEDRO ST.RR.CO. (Poor's-1889)
P.C.Heibel-Pres-Supt.

NORTH SIDE HORSE RR.CO.
36"-Gauge. 16 lb.Rail. MAIN-2¼ Miles.
3-Cars. 10-Horses.
Office-20 W.Santa Clara St.
J.Rich-Pres-Supt. (Poor's-1889-90)

PROPELLER RR.CO.
20-Cars. 70-Horses. MAIN-10 Miles.
A.Bishop-Pres. J.Rich-Treas.
R.Rosenthal-Sec. (Poor's-1890)

FIRST ST.& WILLOW GLEN RR.CO.
36"-Gauge. 20 lb.Rail. MAIN-7⅛ Miles.
9-Cars. 30-Horses.
Office-20 Santa Clara St.
J.Rich-Sole Owner. E.Rosenthal-Sec. (Poor's-1890)

WILLOW GLEN RR.CO. (Same information as above
Listed, except- 8-Cars) (Poor's-1890)

WILLOW GLEN RR.CO. MAIN-2½ Miles.
3-Cars. 20-Horses. (Poor's-1896)

FIRST ST.RR. -Chtd.-Mch.1890.
36"-Gauge. 35-lb.T.40-lb.Gdr.Rail. LINE-17 Miles.
26-Motor Cars, G.E.System.
9-Trailors.
Office-20 Santa Clara St.
J.Rich-Pres.-Sole Owner. (Poor's-1896)

SAN JOSE & ALUM ROCK PARK MOTOR CO. (Steam)
36"-Gauge. 30 lb.Rail. LINE- 4 Miles.
18-Cars.
R.H.Gutney.
Operations Suspended. (Poor's-1896)

ALUM ROCK PARK RR.
36"-Gauge. 35 lb.Rail. TRACK- 8.05 Miles.
3- Locomotives.
10-Cars.
H.Center- Owner & GM.
Office-San Jose. (Poor's-1901)

SAN JOSE.

SAN JOSE & SANTA CLARA RR.CO.
36" & 4'-8½"-Gauges. 20-40 lb.Rail.
MAIN LINE: -5¾ Miles. Branches- 2½ Miles.
4-Miles,Double-Track. ¼ Mi.Sidings.
12-Electric Motor Cars- Thompson-Houston Sys.
22-Cars. 65-Horses. 5-Veh.
OPENED: Horse Car- Nov. 1,1868.
Electric- 1889.
Double track operating-Electricity-May 1,1890.
Rest to be converted. (G.E.Trolley System)
Office- 20 Santa Clara St.
W.S McMurty-Pres. J.Rich-Treas.
E.M.Rosenthal-Sec. Wm.Fitts-Supt. (Poor's-1890)

SAME-Poor's-1896: 36"-Gauge. 35lb.T-Rail
MAIN-6 Miles. Branch-1 Mi. 2nd.Track-5 Miles.
24-Cars. 2-Horses. 1-Power Station-2 Engines.

SAN JOSE & SANTA CLARA RY.
36"-Gauge. 35 lb.Rail.
MAIN-16 Miles. Branches-2, 2nd.Track-5 Miles.
16-Motor Cars. 7-Trailors.
Purchased-August,1901-ALUM PARK RR. Electrified same-and operates it as Park Division,SJ&SCRY.
1-Power Station-2 Engines. (Poor's-1902)

SAME-Poor's-1906: MAIN-17.64 Mi.Branches-1.37 Mi.
2-Closed Motor Cars. 4-Open Motor Cars.
33-Comb.Motor Cars. 7-Other Open Cars.
5-Flat, 1-Tank Car.
L.E.Hanchett-Pres. R.Emory-G.M.

SAN JOSE RR.
36"-Gauge. 35-45 lb.Rail.
MAIN-2¼ Mi. Branches-12¾ Mi. Total- 15 Miles.
27- Cars. (Trolley System) 2-Veh. 2-Horses.
1-Power Station.
Successor-May,1899-to:SAN JOSE & WILLOW GLEN RR.
Not Inc.-Owned by German Savings & Loan Soc.-S.F.
Office-1st.& Oak Sts.,San Jose.
G.Tourney-Pres. (Poor's-1902-04)
(Power purchased from United Gas & Elec.Co.-1904)

SAN DIEGO
CALIFORNIA
LOS ANGELES

SAN JOSE.

SAN JOSE-LOS GATOS INTERURBAN RY. Chd-May 6,1903.
4'-8½"-Gauge. 70 lb.Rail.
LINE: San Jose to Los Gatos- 17½ Miles.
10-Motor Cars. Track- 18½ " .
1-Other Car. 6-Trailors.
OPENED- March 1,1904.
Office-143 S.Market St. San Jose.
O.A.Hale-Pres. F.E.Chapin-Mgr. (Poor's-1904)

LINES- 1906: San Jose to Los Gatos, via:-
-Saratoga & Congress Springs- 19 Miles.
-Campbells- 12 " .
Total- 31 Miles.
Extension- New Meridian to Palo Alto- 19 Miles- is under construction.

SANTA CLARA INTERURBAN RR. -Inc.-Dec.20,1904.
4'-8½"-Gauge. 60 lb.Rail. LINE- 1½ Miles.
Office-San Francisco.
L.E.Hanchett-Pres.
R.Emory-G.M. (Poor's-1906)

SAN DIEGO
LOS ANGELES
CALIFORNIA

SAN JOSE.

SAN JOSE-LOS GATOS INTERURBAN RY. Cmd-May 6,1905.
4'-8½"-Gauge. 70 lb.Rail.
LINE: San Jose to los Gatos- 17½ Miles.
10-Motor Cars. Track- 18½ " .
1-Other Car. 6-Trailors.
OPENED- March 1,1904.
Office-143 S.Market St. San Jose.
O.A.Hale-Pres. F.E.Chapin-Mgr. (Poor's-1904)

LINES- 1906: San Jose to Los Gatos, via:-
-Saratoga & Congress Springs- 19 Miles.
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Total- 31 Miles.
Extension- New Meridian to Palo Alto- 19 Miles-
is under construction.

SANTA CLARA INTERURBAN RR. -Inc.-Dec.20,1904.
4'-8½"-Gauge. 60 lb.Rail. LINE- 1½ Miles.
Office-San Francisco.
L.E.Hanchett-Pres.
R.Emory-G.M. (Poor's-1906)

-SANTA CRUZ-

PACIFIC AVENUE RR.CO.
36"-Gauge. 20 lb.Rail. LINE- 6 Miles.
9- Cars. 15- Horses. (Poor's-1890)
Owned & Operated by:-
SANTA CRUZ ELECTRIC RY.
38"-Gauge. 35-40 lb.Rail. TRACK- 4½ Miles.
8- Electric Cars. G.E.System. (Poor's-1896)
(J.H.LOGAN- PRES. E.S.WEST.-SUPT. PACIFIC LINE ABANDONED - 1902)

SANTA CRUZ,CAPITOLA & WATSONVILLE RY.
39"-Gauge. 50 lb.Rail. MAIN- 5 Miles.
11- Cars. (Electric) Brch- 3½ " .
1- Veh. 2- Horses.
1- Power Station, Power purchased.
OPENED- June 15,1903. Org.-1902.
Office- Los Angeles.
M.V.McQuigg-Pres. J.M.Gardiner-VP-Mgr.
(Poor's-1904)
Owns:
EAST SANTA CRUZ STREET CAR LINE.

UNION TRACTION CO. -Org.-Oct.8,1904.
Succeeded- by purchase:
SANTA CRUZ ELECTRIC RY.
SANTA CRUZ,CAPITOLA & WATSONVILLE RY.
38-5/8"-Gauge. 40-50 lb.T & Girder Rail.
LINE- 15 Miles. Track- 18 Miles.
17- Combination Electric Cars.
1-Power Station, Power purchased from Big Creek Power Co.
Connects- Santa Cruz, Seabright, Twin Lakes, Del Mar, Opal and Capitola.
Office- Santa Cruz.
W.R.Porter-Pres.
E.A.Cole-Supt. (Poor's-1906)

CONDITION- 1909- (Poor's):
4'-8½"-Gauge. 50-60-70-lb.Rail.
LINE: -15 Miles. Track- 18 Miles.
21- Cars.
Controlled by-COAST COUNTIES LIGHT & POWER CO.-1906-

SAN DIEGO
LOS ANGELES
CALIFORNIA

SANTA ROSA.

SANTA ROSA STREET RY.CO.
36"-Gauge. 32 lb.Rail. MAIN- 1½ Miles.
4- Cars. 6- Horses.
A.B.Ware-Pres. (Poor's-1889-90)

SANTA ROSA CITY RR. -OPEN- June- 1878.
36"-Gauge. 32 lb.Rail. TRACK-1.2 Miles.
5- Cars. 4- Horses. 3- Mules. (Poor's-1896)
42"-Gauge. 35 lb.Flat, 16 lb.T-Rail. Listed,
(Poor's-1902)

SOUTH SIDE STREET RY.CO. -OPEN- Aug.15,1888.
4- Cars. 4- Horses. MAIN- 2 Miles.
Name Changed-1889-to:- (Poor's-1890)
UNION STREET RAILWAY. -Charter renewed-5-8,1893.
42"-Gauge. 35 lb.Flat Rail. TRACK-4 Miles.
5- Cars. 7- Horses. (Poor's-1902)

CENTRAL STREET RY. -OPEN- March, 1892.
42"-Gauge. 24-35 lb.Flat Rail. TRACK-3-Miles.
4- Horse Cars. (Poor's-1902)
J.W.Warboys-Pres.
F.E.Cherry-Supt.

SANTA ROSA STREET RAILWAYS- Owns & Operates:-
UNION ST.RY.CO.
CENTRAL ST.RY.
SANTA ROSA ST.RY.CO.
42"-Gauge. 35 lb.Flat Rail. LINE- 7 Miles.
17- Cars. 7- Horses.
Being Electrified by:PETALUMA & SANTA ROSA RY.CO.
Office- Santa Rosa.
J.H.Brush- Pres. (Poor's-1904)

PETALUMA STREET RY.
4'-8½"-Gauge. 35 lb.Rail. TRACK- 2 Miles.
4- Cars. 4- Horses.
Office- Petaluma.
T.Maclay- Mgr. (Poor's-1902)
SOLD- Forclosure- to Wikersham Banking Co.
Purchased-(1904)-by:
PETALUMA & SANTA ROSA RY.

(See next page)

SAN DIEGO
VIAINE TO LOS ANGELES
CALIFORNIA

(See next page)

SANTA ROSA.

PETALUMA & SANTA ROSA RY. -Inc.-June, 1904.
4'-8½"-Gauge. 70 lb.T-Rail.
LINE- 31 Miles. Track- 34 Miles.
18- Closed Electric Motor Cars.
30- Freight Cars.
Office- 2413 Washington St.- San Francisco.
W.A.Cattell- Pres.
OPENED- Sept. 1904.
Construction Started- March, 1904.
Connects: Petaluma, Santa Rosa, Sebastopal and Green Valley. (Poor's-1906)

QUINCY WESTERN (Plumas Co.)

Succeeded by: -1917-
QUINCY RR.CO.
LINE- 6 Miles.
2-Locos. (OilBurning)
2-Passenger Cars.
1-Freight, 1-Misc. Cars.
W.P.Webber-Pres. (Lake Charles,La.)
L.H.Thayer-Supt.(Quincy,Calif.)
(Pocket List,RR Officials-1936)

Deisal Loco rcvd-Sept.24,1945-to replace steam.
Cost- $ 40,000.

SAN DIEGO
VIADUCT OF LOS ANGELES
CALIFORNIA

SONOMA VALLEY RR.CO. 36"-Gauge.
Sonoma to Glen Allen- 21.5 Miles-
35-40 lb.-Rail. Sidings- 1- Mile.
OPENED-Aug.23,1880. Inc.-July 24,1878.
Consolidated-1885- with:
SONOMA & SANTA ROSA RR. 36"-Gauge.
Opened-Aug.15,1882.
3-Locos, 6-Pass.Cars, 4-Box, 30-Flat, 5-Misc.
FERRY-Sonoma Landing to San Francisco- 23 Miles.
Office-410 Mission St.-S.F. (Poor's-1888)

SAN DIEGO

LOS ANGELES

CALIFORNIA

SONOMA VALLEY RR.CO. 36"-Gauge.
Sonoma to Glen Allen- 21.5 Miles-
35-40 lb.-Rail. Stations- 1- Mile.
OPENED-Aug.23,1880. Inc.-July 24,1878.
Consolidated-1885- with:
SONOMA & SANTA ROSA RR. 36"-Gauge.
Opened-Aug.15,1882.
3-Locos, 6-Pass.Cars, 4-Box, 30-Flat, 5-Misc.
FERRY-Sonoma Landing to San Francisco- 23 Miles.
Office-410 Mission St.-S.F. (Poor's-1888)

STOCKTON ELECTRIC MOTOR RY.CO.
4'-8½"-Gauge. 30-45 lb.Rail. MAIN- 10 Miles.
15- Motor Cars. (Poor's-1890-1896)

STOCKTON ELECTRIC RR.
42"-Gauge. 45 lb.Rail. TRACK- 12 Miles.
15- Motor Cars.
11- Trailors. (Poor's-1896)
OPENED:- 1892. Chartered- Dec. 2,1891.
J.H.Budd-Pres. F.W.Webster-GM. (Poor's-1906)
(17-Closed Motor Cars, 9-Trailors listed-1904-6)

TOWLE BROS.& CO. (Placer Co.)
36"-Gauge. LINE- 20 Miles.
4- Locos.
60-Cars. (Poor's-1889)

SAN DIEGO
VISALIA TO LOS ANGELES
CALIFORNIA

STOCKTON ELECTRIC MOTOR RY.CO.
4'-8½"-Gauge. 30-45 lb.Rail. MAIN- 10 Miles.
15- Motor Cars. (Poor's-1890-1896)

STOCKTON ELECTRIC RR.
4'2"-Gauge. 45 lb.Rail. TRACK- 12 Miles.
15- Motor Cars.
11- Trailors. (Poor's-1896)
ORGANIZED:- 1892. Chartered- Dec. 2,1891.
J.H.Budd-Pres. F.W.Webster-GM. (Poor's-1906)
(17-Closed Motor Cars, 9-Trailors listed-1904-6)

TOWER BROS.& CO. (Placer Co.) LINE- 20 Miles.
36"-Gauge.
4- Locos.
60-Cars. (Poor's-1889)

VALLEJO STREET RR.CO.
E.J.Wilson-Pres. (Poor's-1889)

VALLEJO,BENICIA & NAPA VALLEY RR. (Electric)
4'-8½"-Gauge. 60 lb.T-Rail.
LINE: -16½ Miles. Track- 20 Miles.
5- Motor Cars.
2- Open Motor Cars.
7- Freight Motor Cars. Total- 14.
1- Sub-Generator Station, Power purchased.
OPENED: -July 1,1905. Org.-April 25,1902.
Office- Los Angeles.
A.L.Hawes-Pres.
L.J.Perry-GM.-Supt. (Poor's-1906)

WOODLAND STREET RY.CO. Opened- May, 1888.
36"-Gauge. 20 lb.Rail.
LINE:- 1 Mile.
3- Cars.
4- Horses.
J.W.Prior-Pres.
J.D.Lawson-Supt. (Poor's-1889- 1890- 1896)

VISALIA & TULARE RR. Opened- Oct.22,1888.
4'-8½"-Gauge. 30 lb.(Steel) As title-11½ Miles.
2- Locos, 3- Cars. (2-Pass)
Jasper Harrell-Pres.- A.J.Harrell-VP. & GM.
Office- Visalia, Cal. (Poor's-1896)

VISALIA RR. Opened-Sept.,1874.
4'-8½"-Gauge. 50 lb.-Rail.
LINE- Visalia to Goshen- 7.33 Miles.
3-Locos. 1-Pass, 1-Baggage Cars.
R.E.Hyde-Pres. E.Jacob-Treas.
Office- Visalia, Cal. (Poor's-1896)

SAN DIEGO
VISALIA
LOS ANGELES
CALIFORNIA

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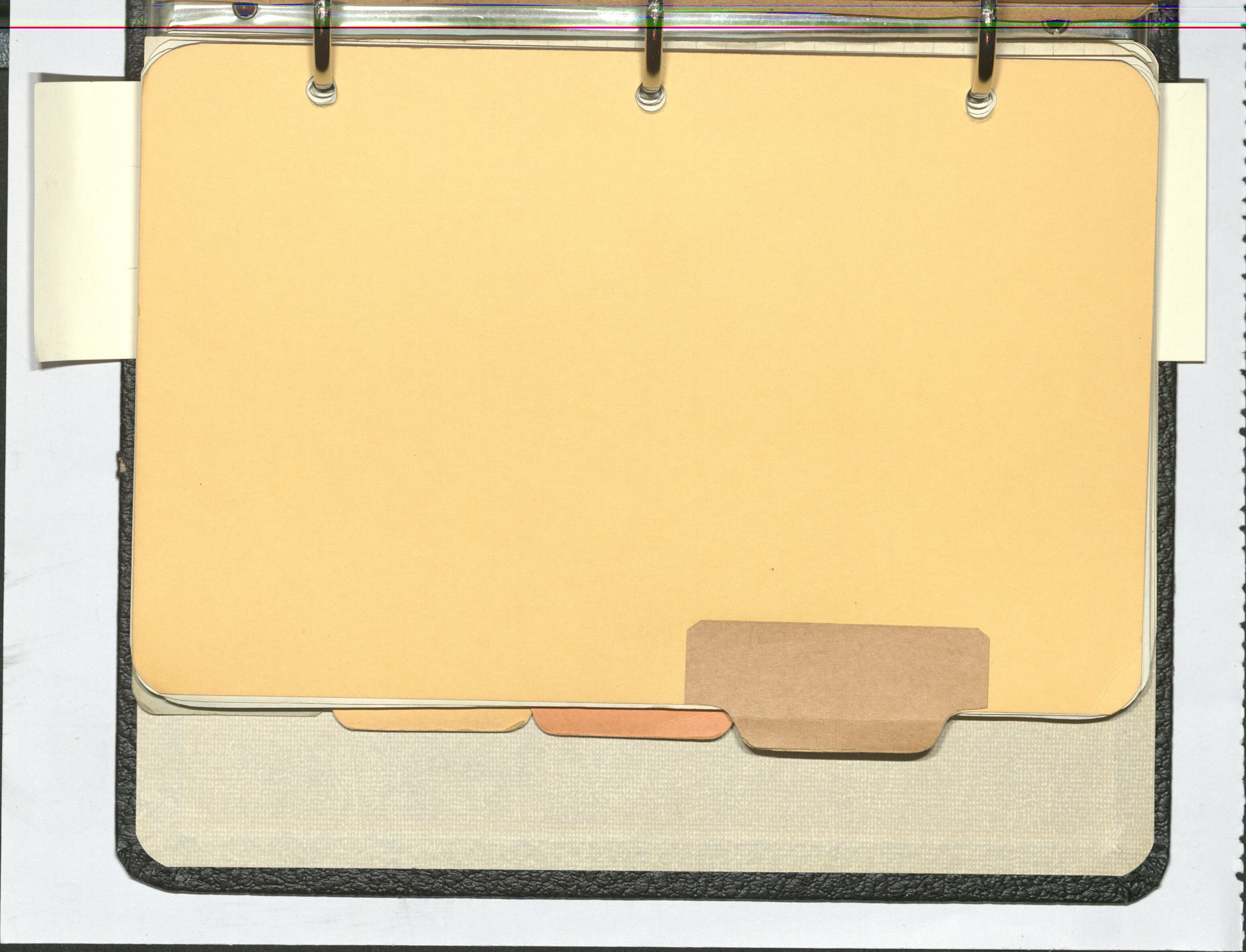
LOS ANGELES

SAN DIEGO - ETC.



HUENEME, MALIBU & PORT LOS ANGELES RY.
Built by Samuel Rindge as outlet for Rindge Ranch- North up coast from Connection with SP at Port LA.- Long Wharf, Santa Monica, 15 Miles. Many trestles over rugged Palisades and part located on sand of beach. Abandoned about 1906.
NOTE- from newspaper-Oct.7,1905: Construction of HM&PLA Electric Railway is underway, announced by H.W.Lemcke, Sec. to Mrs.Frederick H.Rindge.Pr.

SAN DIEGO - HL

CALIFORNIA

HUENEME, MALIBU & PORT LOS ANGELES RY.

Built by Samuel Rindge as outlet for Rindge Ranch- North up coast from Connection with SP at Port LA.- Long Wharf, Santa Monica, 15 Miles. Many trestles over rugged Palisades and part located on sand of beach. Abandoned about 1906.

NOTE- from newspaper-Oct.7,1905: Construction of IMPERIA Electric Railway is underway, announced by H.W.Jenckes, Sec. to Mrs.Frederick H.Rindge.Pr.

LOS ANGELES & EAGLE ROCK RR.CO.
Narrow Gauge- 42"?. RALPH ROGERS-Owner.
LINE-Projected 9 Miles. -From Chestnut (Ave.20)- out Hoff St. (Pasadena Ave.) to Daly St. On Daly to Dayton, then back to Hoff and over private Right-of-way to LA City Limits at Ave. 44 and close to Arroyo Seco, to Garvanza- turning west on York and over Central Ave. to Colorado and Townsend.
FRANCHISE Secured- May 17,1887.
Grading Started- Aug.12,1887.
TRACK- Reported Laid- Dec.25,1887, Garvanza to Eagle Rock Valley. Also 1½ Miles toward LA and 4½ Miles thru Eagle Rock Valley. Truth of this doubted. See-LA Express- May 10,1888.
OPERATED- 10 Days Only- between Garvanza & Eagle Rock Valley. See-Page 3, Herald-Apr.22,1889. Rogers collected $ 3,000 of $ 15,000 Subsidy. Much Public Dissatisfaction.

LOCOMOTIVE- One Dummy, Homemade, from open Cable Railway Trailor. Open Car, Vertical Steam Boiler in one end, Seats for Passengers in rest.

SOLD- April, 1888- to Nathan Cole and Frank Washburn, Later- to John Cross, & Dismantled.
(From R.Thompson Notes)

SAN DIEGO - ETC.

CALIFORNIA

LOS ANGELES & EAGLE ROCK RR.CO.

Narrow Gauge- 42"?. RALPH ROGERS-Owner.

LINE-Projected 9 Miles. -From Chestnut (Ave.20)- out Hoff St. (Pasadena Ave.) to Daly St. On Daly to Dayton, then back to Hoff and over private Right-of-way to LA City Limits at Ave. 44 and close to Arroyo Seco, to Garvanza- turning west on York and over Central Ave. to Colorado and Townsend.

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SOLD- April, 1888- to Nathan Cole and Frank Washburn, later- to John Cross, & Diamantied.
(From R.Thompson Notes)

ROSECRANS RAILROAD. ROSECRANS RAPID TRANSIT CO.
36" GAUGE. 15 LB.RAIL.-(Second-hand)
LINE- 6.2 Miles: From Agricultural Park, west on Santa Barbara to Vermont, south to Rosecrans Townsite, west on Drexel St.(120th.St.) about 1000 feet.
GRADING started- Sept.9,1887.
TRACK LAID- Oct.19,1887. OPERATION- spasmodic, discontinued- summer of 1888. (From R.Thompson)
Emil D'Artois, Walter Webb, Owners. Privately blt.

2- Dummy Locomotives, 2nd. Hand, said to have been built by Ranson, Kansas City. Vertical Boilers, Changed to Oil Burners.
2- 4-Wheel Cars, La Clede Car Co.
(Tribune,LA-Oct.1,1889- From R. Thompson)

(STUDENT -

SOLD- April 19,1889- to:
REDONDO RAILWAY Inc.- April 1,1889.
36" GAUGE, 24-48 Lb. Rail. OPEN- April, -1890.
LINE- 17.7 Miles. 3.3 Miles- Sidings. -From Terminal L.A.Cable Ry.-Grand Ave. at Jefferson St. over Olive St. to Santa Barbara, then over private Right-of-way to Florence, West to Vermont, south to Gardena, southwest via Bridgedale and Belvidere to Redondo. Last part-Steep & Tortuous. (Had to secure private Right-of way from Santa Barbara to Florence because of opposition from Vermont St. Residents.) COACHES- Bright Green.
DEPOT- Grand Ave. Terminal- Open-June 28,1890.

Capt.J.C.Ainsworth & Capt.R.R.Thompson bought Redondo Property from Mr.Vail & Dan Freeman-1888.
Formed: Redondo Improvement Co.
Redondo Hotel Co.
Redondo Railroad Co.
HOTEL- Opened-May 1,1890. 275 Rooms. Diningroom-Seating 300. Arched ceilings, Carved Columns, Moorish Style. (Razed- Aug.4,1925- by C.D.Brown of Lomita)
LOCOMOTIVES:
1- "R.H.Thompson" 4-4-0. Baldwin-10772- Apr.1890.
2- "J.C.Ainsworth" " . " -10961-June-1890.

FROM POOR'S- 1892: Office- Redondo Beach.
5-Locomotives. 15-Pass. 16-Box, 17-Platform,
6-Other Cars. G.J.Ainsworth-Pres. R.H.Thompson-GM.
SEE NEXT PAGE.

SAN DIEGO - ...

CALIFORNIA

ROSECRANS RAILROAD. ROSECRANS RAPID TRANSIT CO.
36" GAUGE. 15 LB.RAIL.-(Second-hand)
LINE- 6.2 Miles: From Agricultural Park, west on Santa Barbara to Vermont, south to Rosecrans Townsite, west on Drexel St.(120th.St.) about 1000 feet.
GRADING started- Sept.9,1887.
TRACK LAID- Oct.19,1887. OPERATION- spasmodic, discontinued- summer of 1888. (From R.Thompson)
Emil D'Artois, Walter Webb, Owners. Privately blt.

2- Dummy Locomotives, 2nd. Hand, said to have been built by Ranson, Kansas City. Vertical Boilers, Changed to Oil Burners.
2- 4-Wheel Cars, La Clede Car Co.
(Tribune,LA-Oct.1,1889- From R. Thompson)
(STUDENT -

SOLD- April 19,1889- to:
REDONDO RAILWAY Inc.- April 1,1889.
36" GAUGE, 24-48 Lb. Rail. OPEN- April, -1890.
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FROM POOR'S- 1892: Office- Redondo Beach.
5-Locomotives. 15-Pass. 16-Box, 17-Platform,
6-Other Cars. G.J.Ainsworth-Pres. R.H.Thompson-GM.
SEE NEXT PAGE.

Name Changed- APRIL 20,1896- To:
LOS ANGELES & REDONDO RAILWAY.

ELECTRIFIED- GAUGE CHANGED TO 42"- OCT.1,1902.
Steam Coaches Rebuilt to Electric & New Motor Cars Built at big LA&R Shops in Redondo.
COLOR- Bright Green.

Acquired by- H.E.HUNTINGTON- 1905.
Acquired by- PACIFIC ELECTRIC- 1911.

Huntington built Bath House & Plunge- said to be largest in world- Cost $ 4,000 per month to operate, 250,000 patrons per year.

PCSSCO discontinued use of Port- June 13,1914.
HOTEL RAZED- Aug.4,1925.
BATH HOUSE- Closed- 1939.
PE SERVICE- Stopped soon after.

FROM POOR'S-1906: 42" Gauge, 60 Lb. Rail.
LINE: Redondo to LA- 34.25 Miles.Doubletrack.
Trackage-LARY- 6.62 " .
2-Elec.Locos. 1-Switch Engine.
25-Motor Cars. 1-Trailor.
76-Box & Flat Cars. 3-Deep Water Wharves.
L.T.Garnsey- Pres. H.E.Huntington- VP.

NOTES.
Redondo Ry.Wreck:-Train Stalled, following one Collided-LA Times,May 27,1890. Wreck-June 20,1890.
(From Rollin Thompson)
Redondo ahead of any Port- SF to San Diego-
-LA Express-Nov.13,1890.

LA & Santa Monica Ry.Co. Consolidated in California Central- (Both AT&SF) built to Port Ballona & to Redondo Beach. (Port Ballona is now Playa del Rey)-Reached Inglewood-July 31,1887.

SAN DIEGO - Yel.

CALIFORNIA

Name Changed- APRIL 20,1896- To:
LOS ANGELES & REDONDO RAILWAY.

ELECTRIFIED- GAUGE CHANGED TO 4'8½"- OCT.1,1902.
Steam Coaches Rebuilt to Electric & New Motor
Cars Built at big L&R Shops in Redondo.
COLOR- Bright Green.

Acquired by- H.E.HUNTINGTON- 1905.
Acquired by- PACIFIC ELECTRIC- 1911.

Huntington built Bath House & Plunge- said to be
largest in world- Cost $ 1,000 per month to
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PCS&SCO discontinued use of Port- June 13,1914.
HOTEL RAZED- Aug.4,1925.
BATH HOUSE- Closed- 1939.
PE SERVICE- Stopped soon after.

FROM POOR'S-1906: 4'8½" Gauge, 60 lb. Rail.
LINE: Redondo to IA- 3.25 Miles.Doubletrack.
Trackage-LARY- 6.62 " .
2-Elec.Locos. 1-Switch Engine.
25-Motor Cars. 1-Trailor.
76-Box & Flat Cars. 3-Deep Water Wharves.
L.T.Gurnsey- Pres. H.E.Huntington- VP.

NOTES.
Redondo Ry.Wreck:-Train Stalled, following one
Collided-LA Times,May 27,1890. Wreck-June 20,1890.
(From Rollin Thompson)
Redondo ahead of any Port- SP to San Diego-
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LA & Santa Monica Ry.Co. Consolidated in
California Central- (Both AT&SF) built to Port
Ballona & to Redondo Beach. (Port Ballona is
now Playa del Rey)-Reached Inglewood-July 31,1887.

SAN GABRIEL VALLEY RAPID TRANSIT CO.
INC- July 29,1887.
OPEN:-Monrovia to East LA.-Aug.20,1888. (Express)
Opening Celebration- See Express- Aug.29,1888.
DEPOT- Aliso & Anderson Sts. Herald-May 16,1889.
Passengers were 1st. carried by horse conveyance into City.-Legal Complications over Terminal.
STATIONS: Soto St.- Batz- Ramona- Alhambra(Shorb) -Mayberry- Lake- Vinyard- San Marino- East San Gabriel- Sunny Slope- Chapman- Baldwin Ave.- Arcadia- Monrovia. See Herald-Jan.28,1889.

LINES: Monrovia to LA- - - 16 Miles.
Branch- Alhambra to Pasadena- 5 Miles.

STANDARD-GAUGED- Taken over by:
SOUTHERN PACIFIC- June, 1893.

LA & INTERURBAN- LA to Alhambra Line- 1904.

San Gabriel Valley Rapid Transit Co.-POOR'S-188
2-Locomotives.
3-Passenger Cars.
1-Combination Car.
5-Flat Cars, 1-Freight Car.

SAN DIEGO - ML

CALIFORNIA

OSTRICH FARM RR. Inc.-July 24,1886.
4'-8½"-GAUGE.
GRADING underway- LA Times- Jan.16,1887.
LINE: From Beaudry & Sunset, along Sunset to Griffith Park Blvd.- along the hillsides to a point above the pump house, across Los Feliz thru Present (1940) golf course to the Ostrich Farm (Park playground), across LA River thru future site of Dirigible Hangars on east bank and along Flower St. to SP. Depot- Burbank.

1st. TRAIN- part way, Sept.25,1887.
" " to Burbank- May 28,1888.
(From POOR'S-1892- Open to Ostrich Farm- Sept.25,1888.
-Open to Burbank- May 31,1889.)

Purchased by:
LOS ANGELES COUNTY RR.CO. Inc.June 21,1887.
4'-8½"-GAUGE. 40 LB.RAIL.
LINES: 30 Miles.
Los Angeles to Santa Monica- 18 Miles.
Griffith Park Junction to Burbank- 12 Miles.

LACRR Continued the line from Griffith Park Jcn. on Sunset to Hoover St., to Kalamazoo (Lockwood) and to Vermont, over private Right-of-way on Fountain to Orange St., southwest to Santa Monica Blvd. and over Colorado & Ocean to the bluffs at Santa Monica.

Graded to SM Blvd.-building long trestle On Wolfskill Ranch- Tribune- Nov. 4,1887.
Last Rail Laid- Dec.15,1888.
1st Train to Santa Monica- Dec.25,1888.
Formal opening- Feb.23,1889.
-1500 to 2500 feet washed out- Oct.29,1889.

STATIONS: Beaudry & Sunset- Silver Lake Blvd.- Griffith Park Blvd.- Sanborn Jcn.- Prospect Park- Cahuenga- Colgrove- Wynetka- Morocco (Beverly Hills)- Sunset (Westwood)- Soldiers Home- and Santa Monica. (From R.Thompson & W.W.Robinson)

SAN DIEGO - Jul.

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LOS ANGELES COUNTY RR. LOCOMOTIVES.

1- 0-4-0T Dummy.
35-10 x 16-28,000 lbs. Became Santa Ana & Newport- 1. Sold to Eagle Salt Works- 1903.
2-"IVANHOE"- 2-4-2T Dummy. BLW-8681, 1887.
36-13 x 22-53,000 lbs. Became SA&N-2.
Sold to Liverpool Salt Wks.-Reno- Feb.1903.
3-"CAHUENGA"- 4-4-0. BLW-8947, 1888.
50-14 x 24-65,000 lbs. Became O&E-6, NWP-3.
4-"WYNETKA"- 4-4-0. BLW-8948, 1888.
50-14 x 24-65,000 lbs. SA&N-4, SP.2nd-1202, 1487.

Acquired by- Sept. 6,1888-
LOS ANGELES & PACIFIC RY.CO. Inc-Aug.31,1888.
LINES- 30 Miles. 40 lb. Rail. Std.Gauge.
4-Locomotives, 2-Passenger Cars.
Office- 44 N.Spring St.
E.E.Hall-Pres. R.C.Shaw Supt. (POOR'S-1890)

Sold to- May 29,1895:-
PASADENA & PACIFIC RR.CO.
LINES- 45 Miles in 1896.
LA- Hollywood- Santa Monica Lines-
ELECTRIFIED- April, 1896.

Acquired by-
LOS ANGELES- PACIFIC RR. Org.-May 24,1898.
42"-Gauge. 40-50-60 lb. Rail.
LINES: Electric- 60 Miles.
Steam- 17 " .
Horse- 5 " .
56-Elec.Motor Cars.
2 -Steam Locomotives.
10-Coaches. 20-Flat Cars. (POOR'S-1902)

Owns 2 Lines, Electric- LA to Santa Monica, Local Santa Monica Lines. Branches to Hollywood, Laurel Canyon, Soldiers Home, Elysian Park, Ocean Park, Inglewood, Manhattan Beach, Ballona, (Playa del Rey) Hermosa, Santa Monica Canyon.
Office- 316 W. 4th. St. LA.
E.P.Clarck- Pres- Mgr. W.D.Larrabee- Supt.
(POOR'S-1904)

Succeeded by:- 1905,
LOS ANGELES PACIFIC CO.
TRACK- July 1,1906- 200 Miles. (POOR'S-1906)

SAN DIEGO - WL

CALIFORNIA

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36-13 x 22-53,000 lbs. Became SA&N-2.
Sold to Liverpool Salt Wks.-Reno- Feb.1903.
3-"CAHUENGA"- 4-4-0. BLW-89#7, 1888.
50-14 x 24-65,000 lbs. Became O&E-6, NWP-3.
4-"WYNETKA"- 4-4-0. BLW-89#8, 1888.
50-14 x 24-65,000 lbs. SA&N-4, SP.2nd-1202, 1#87.

Acquired by- Sept. 6,1888-
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NOTES- LA COUNTY and OSTRICH FARM RR.

On Ostrich Farm RR, passengers were delayed the best part of a Sunday afternoon, while the engine endeavored to pull one car at a time up a small hill. Herald- Feb.12,1888.

One Passenger Car- $ 2,900. arrived. LACRR. Times-Dec.30,1888.

LA County RR. built a temporary track across the Cahuenga Valley Line, until an underpass could be completed. McLaughlin had a flat car chained over the crossing, to impede the workers, however they overturned it and tore up the CV crossing rails. Herald-Jan.27,1888.

Wm.Beezemeyer owned 100 acres at Gower, between Sunset & Santa Monica Blvd. He gave certain parts to the LACRR on their agreement to cross it in a straight line. But they curved thru, 200' south. He collected for the extra land with difficulty. (From R. Thompson Notes)

Locomotives "WYNETKA" and "CAHUENGA" taken for debt- by Baldwin Loco Wks. -Times, Nov.19,1889.

3.6 Miles remains to be built on LACRR to a new terminus in Los Angeles. (POOR'S-1890)

From-"60 Years in Southern California" -Page 592, by Harris Newmark: "Fred L.Baker designed 1st. locomotive built in Los Angeles for LACRR.-1889. Named "Providencia". 15 Tons." (Burbank- was built on Rancho Providencia- 17,000 Acres.)

OSTRICH FARM RR. -INC.-July 24,1886.
L.A.COUNTY RR- -June 21,1887.
L.A.& PACIFIC RY. Aug.31,1888.
PASADENA & PACIFIC RR. May 29,1895.
(ELECTRIFIED- APRIL- 1896)
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SAN DIEGO - ML

CALIFORNIA

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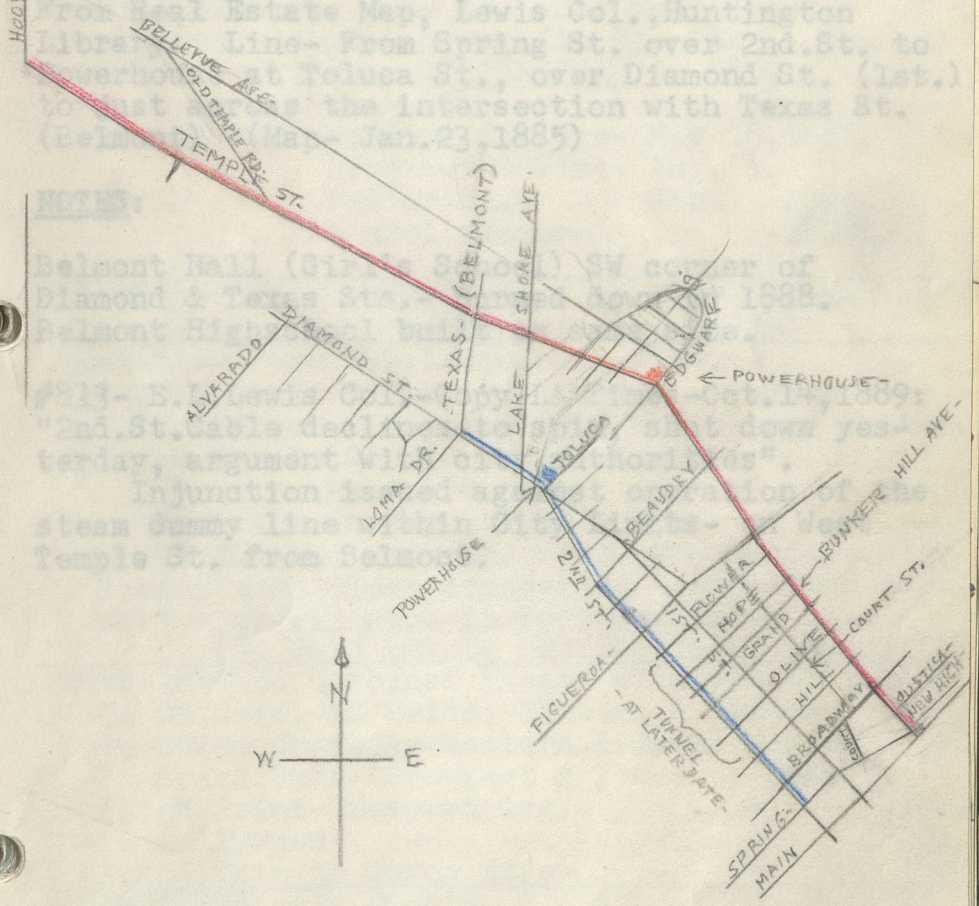
SECOND ST. CABLE RY.- OPEN- Aug.1884. TO-1889?
TEMPLE ST. CABLE RY.- " -July,1886. TO-1903.

CAHUENGA VALLEY RR.- OPEN-Aug.1,1887-
From end 2ND. St. Cable, at Diamond &
Texas Sts.- to Prospect Ave. & Vine St.
/TO Prospect & Vine St-Aug.1,1887.

CVRR- OPEN- To Laurel Canyon- 1894.-
From end Temple St.Cable Ry.at City Limits.
(2nd.St. Cable, out of operation)



SAN DIEGO - ...

CALIFORNIA

SECOND ST. CABLE RR.CO. OPEN- AUGUST- 1884.
42" Gauge.
LINE- Single track, with turnouts- Total 1½ Miles.
Cable tube similar to Clay St. Cable. Grippers like used on Sutter St. Cable.(Lever operated side-grippers).
2- CORLISS ENGINES- 14"x 30" Cylinders.
("Cable or Rope Traction"-Smith,1887, Page 80)
POWERHOUSE- Diamond St.(1st.St.) at Toluca and 2nd. St.
From POOR'S-1889: 16 lb. Rail.
6-Grip Cars, 6-Trailors. 1-Steam Motor.

From Real Estate Map, Lewis Col.,Huntington Library: Line- From Spring St. over 2nd.St. to Powerhouse at Toluca St., over Diamond St. (1st.) to just across the intersection with Texas St. (Belmont) (Map- Jan.23,1885)

NOTES:

Belmont Hall (Girl's School) SW corner of Diamond & Texas Sts.- Burned down in 1888. Belmont Highschool built on same site.

#813- E.L.Lewis Col.-Copy LA Times-Oct.14,1889: "2nd.St.Cable declines to spin, shut down yesterday, argument with city authorities".
Injunction issued against operation of the steam dummy line within City Limits- on West Temple St. from Belmont.

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steam dummy line within City Limits- on West
Temple St. from Belmont.

CAHUENGA VALLEY RR.CO. (Original Line, later from Temple & Hoover
42"-GAUGE. 25 Lb. RAIL.
LINE- From end 2nd.St.Cable Ry. at Diamond & Texas Streets- (1st. & Belmont) following Diamond over the hills, several curves, to Baptist College, (north of present Beverly Bd) crossing Vermont in an underpass, curving south for 500 feet, because of a hill near Alexandria before reaching Western Avenue, north along the east side of Western and making a long curve to Vine St. & Prospect Ave. (Hollywood Blvd.) then west to El Cerrito, and southwest along Marshfield Way to Hawthorne & Fuller Sts. Was later extended along Sunset Blvd. to Laurel Canyon & an extension was made to Santa Monica and a connection with L.A.& Pacific Ry. (Ex LA.County) in late nineties. ELECTRIFIED in 1899.

Completed to: Baptist College- May 18,1887.
Prospect & Vine- Aug. 1, " .
Fuller St.- Feb. 1888.
Laurel Canyon- -1894.

Six daily trips to Hollywood in 1889. (Tickets in Lewis Col.,Huntington Library) (#314)

Timetable- from E.L.Lewis Col.-#314. -
NICKEL PLATE RAILROAD. (Cahuenga Valley Ry.)
To Hollywood, Laurel Canyon & Cahuenga Valley.
Leave Temple Street & City Limits:
7:30 AM- Except Sunday.
8:30 AM- Sunday only.
11:30 AM. 2:00 PM. 5:30 PM- Sunday only.
Trains make close connection on Western Ave. with electric cars to Santa Monica & L.A.
(No Date)(Santa Monica Line-Elec-4/1896)

FARES-1887-8. Combined Ticket with 2ND.ST.Cable:
-To College, to Weids, Elmwood & Western, or to Coles Crossing-Western & Santa Monica- 5¢.
-To Grand Turn-(Prospect & Vine) or Summit-(High Point-Prospect Ave)- - - - 10¢.
-To Hollywood- - - - - - 20¢.
-Round Trip to Grand Turn- - - - 15¢.

LOCOMOTIVES: (In POOR'S, 1 Listed-1889. 2-1890)
1- Porter,-820 -5x10 - 0-4-0T. Mch-1887. 5"x10
2- Porter,-908 - OCT - 0-4-0T. Aug-1888.
3- Porter,1518 -1893 -"Cahuenga"- 2-4-0. Oct.
~~EX-LA,Pasadena & Glendale-3. Ex-Glendale RR.-1~~
1-Sold to J.McLaughlin, 2 to F.I.Story by Porter
3- 9". x 14". "CAHUENGA"
EX- ALHAMBRA & PASADENA ST. RY.

SAN DIEGO - ALL
CALIFORNIA

CAHUENGA VALLEY RR.CO.

4'2"-GAUGE. 25 lb. RAIL.

LINE- From end 2nd.St.Cable Ry. at Diamond &
Texas Streets- (1st. & Belmont) following
Diamond over the hills, several curves, to
Baptist College, (north of present Beverly Bd)
crossing Vermont in an underpass, curving south
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CAHUENGA VALLEY RR.CO.

James McLaughlin came to Los Angeles in 1885, married Ex-Senator Cornelius Cole's daughter and with Cole bought the 2nd.St.Cable line and built the Cahuenga Valley Railroad from it's terminus to Hollywood. Cole had land that it made accessable. (R.Thompson)

In reaching Prospect, from Western, the track curved thru a large field of melons. Large melons sold for 5¢ and no objection to the crew helping themselves. One day the crew saw an unfamiliar wagon near the track, evidently loaded by a forager. As a friendly act to the owner of the patch, they tied a rope from the engine to the wagon and pulled it into a deep arroyo that crossed the field. No one ever admitted owning the wagon. (Ed.L.Lewis)
I DON'T BELIEVE IT—

A carload of ties took the curve too fast at Beverly & Westmoreland and overturned into a deep ravine. -Said E.H.Hutchinson, a contractor. Picture taken -fall of 1892. (Ed.L.Lewis)
OF TRESTLE OVER BIMINI SLOUGH— #785—

L.A.Council considered revoking certain of the franchises inside the city limits on Temple St. Complaints stated: "The engines make great noise, emit large quantities of smoke and cinders, frighten horses and the iron rails of the road project in places from 3 to 5 inches above grade. (See LA Herald-Sept.24,1889) McLaughlin and the council couldn't agree, however, that part of the line used cable cars a couple of years later. (Ed.L.Lewis)

The gasoline engine tried is un successful, now plan getting a new steam locomotive. -Oct.1893.

Application has been made for franchise to extend the CVRR, the old dummy road, to Laurel Canyon. WAS DONE
Application was made some time ago to extend it to Westlake Park. NOT DONE -Apr.1894.

New electric dummy, for Temple St. Dummy line, being hauled out to the line, over the hills, in a hay rack, badly wrecked when sudden lurch put it on the ground. -Herald- Aug.-1893.

SAN DIEGO - S.F.

SOUTHERN CALIFORNIA

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TEMPLE ST. CABLE RY.CO. OPEN-JULY -1886.
42" GAUGE. 38 LB. RAIL.
LINE: Over Temple St. from Spring St. to City Limits- 3 Miles.
10- Cable Dummies, 10 Trailors.
P. Beaudry-Pres. J. Fowler-Supt.
Office- 129 Temple St. (POOR'S-1890)

Office- 217 New High St. (POOR'S-1896)

(Terminus shown as Center of Texas (Belmont) & Temple St.- Real Estate Map- Jan.23,1885, before Opening.)

POWERHOUSE- NW.Corner-Temple & Edgeware Road.

Cars Built in N.Y. says Note- Lewis Collection.

Colors- (Sargeant)- Yellow & Cream, Red-Brown Center Panels on Trailors.

According to PE Roster, 2 Open Trailors Built in 1901. Became PE-3 & 4. Sent to Riverside & Arlington Ry- 1903. R&A- 16 & 17.

J. Fowler- Supt. Since 1886, Retired May, 1895, Presented with Gold Watch by Directors.(Herald)

CONSOLIDATED in :
PACIFIC EL.RY.CO-1901.
Electrified- 1903.

LA County Courthouse- Broadway at Temple St.- to Court St., to Spring St. Site- Pound Cake Hill- Cleared in 1886. (Highschool Moved off to California St. Corner Stone-April 26,1888) Completed- 1892. $ 518,801. Pink Sandstone. Clock Tower removed in 1932, after Section of Cornice Plunged thru Roof. Building Condemned after Earthquake of March 10,1933.

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Hill- Cleared in 1886. (Highschool Moved off
to California St. Corner Stone-April 26,1888)
Completed- 1892. @ $748,801. Pink Sandstone.
Clock Tower removed in 1932, after Section of
Cornice Plunged thru Roof. Building Condemned
after Earthquake of March 10,1933.

LOS ANGELES CABLE RY.CO. 42" & 4'-8½" Gauges.
(PACIFIC RAILWAY CO) 16 to 40 LB.RAIL.
MAIN LINES-47.75 Miles, includes 20 Miles Cable.
125-Cars, 316-Horses. 185-Mules.
C.B.Holmes-Pres. J.C.Robinson-Supt.
Office-601-609 Grand Ave. (POOR'S-1890)
Office-132 N.Main St.- (POOR'S-1889)

OPENING: Boyle Heights Line- Aug.1,1889.
From Westlake Park, Alvarado St.-over 7th. to Broadway, North to 1st.St.- East on 1st. over Viaduct over AT&SF Tracks and LA River- to Chicago St.(Powerhouse) to Evergreen Ave.
OPENING: Downey Ave. Line- Nov.2,1889.
From Redondo Ry.Depot at Jefferson- North on Grand Ave. to 7th.St.- East to Broadway- North to 1st.St.-East to Spring St.- North to the Plaza- down San Fernando St. and over Viaduct over S.P. Tracks & LA.River- out Downey Ave. (N.Broadway) to Pritchard St. (Lincoln Pk.Ave)
POWERHOUSES:
7th. & Grand Ave.- SW Corner.
Downey Ave. & Workman St.- NE Corner.
E.1st.St. & Chicago St. (Boyle Heights) S.E.
Original 700 hp. Corliss Engines in Downey Ave. & in 1st.St. Powerhouses- Replaced with smaller "Wheelock" Corliss Engines in 1891.
LAST CABLE OPERATION- Grand Ave.-Feb. ,1896.
Electric Cars- Friday, next Day.

CONSOLIDATED in LA.Consolidated Electric Ry.Co.- October-1893.

"First Sod Turned-Boyle Heights Line"-May 1,1888.
Tracks Removed on 1st.St- Broadway to Spring St- Dec.-1898. (Picture, #302- Lewis Collection)

SAN DIEGO - [illegible]

CALIFORNIA

LOS ANGELES CABLE RY.CO. 4'2" & 4'-8½" Gauges.
(PACIFIC RAILWAY CO) 16 to 40 LB.RAIL.
MAIN LINES-47.75 Miles, Includes 20 Miles Cable.
125-Cars, 316-Horses. 185-Miles.
C.B.Holmes-Pres. J.C.Robinson-Supt.
Office-601-609 Grand Ave. (POOR'S-1890)
Office-132 N.Main St.- (POOR'S-1889)

OPENING: Boyle Heights Line- Aug.1,1889.
From Westlake Park, Alvarado St.-over 7th.
to Broadway, North to 1st.St.- East on 1st.
over Viaduct over AT&SF Tracks and LA River-
to Chicago St.(Powerhouse) to Evergreen Ave.
OPENING: Downey Ave. Line- Nov.2,1889.
From Redondo Ry.Depot at Jefferson- North on
Grand Ave. to 7th.St.- East to Broadway- North
to 1st.St.-East to Spring St.- North to the
Plaza- down San Fernando St. and over Viaduct
over S.P. Tracks & LA.River- out Downey Ave.
(N.Broadway) to Pritchard St. (Lincoln Pk.Ave)
POWERHOUSES:
7th. & Grand Ave.- SW Corner.
Downey Ave. & Workman St.- NE Corner.
E.1st.St. & Chicago St. (Boyle Heights) S.E.
Original 700 hp. Corliss Engines in Downey Ave.
& in 1st.St. Powerhouses- Replaced with smaller
"Wheelock" Corliss Engines in 1891.
LAST CABLE OPERATION- Grand Ave.-Feb. ,1896.
Electric Cars- Friday, next Day.

CONSOLIDATED in LA.Consolidated Electric Ry.Co.-
October-1893.

"First Sod Turned-Boyle Heights Line"-May 1,1888.
Tracks Removed on 1st.St- Broadway to Spring St-
Dec.-1898. (Picture, #302- Lewis Collection)

LOS ANGELES CABLE RY.CO. NOTES.
#734.
From Ed.L.Lewis Collection- Huntington Library:
PACIFIC RY.CO.-1893, Engineers Report. Gives information about Cable Powerhouses- Electrification of Horsecar Lines- Etc.

HORSE CAR LINES:
BROWN LINE- N.G. Single Track with Turnouts.
Aliso Street Line. 7,618' Long. From Main St. & Arcadia (1 Block N. of Temple St) over Aliso to 1st. St. & Boyle Ave.- Connection with 1St.St. Cable. At Main St.- Connects with Blue and Green Lines.
BLUE LINE- Std.Gauge. From Plaza over Spring St. & Washington St. to City Limits.
1½ Miles Heavy Rail.
2½ Miles Flat Rail on Stringers.
GREEN LINE- N.G. From Spring St.-West on 4th. to Broadway- to 5th.- to Hill- to 6th.- to Pearl (Figueroa)- to 9th. St. to City Limits.-12,449'.
WHITE LINE- Includes: KUHRTS ST.LINE.-Std. (Plaza to Eastlake Park & beyond to Albert St.)
PASADENA AVE LINE.-42" Gauge.

RED LINE-(From Poor's-1889.) Barn-12th. & Olive.
12-Cars. 72-Horses.

SAN DIEGO - H.L.
SOUTHERN CALIFORNIA

LOS ANGELES CABLE RY.CO. NOTES.

#73.

From Ed.L.Lewis Collection- Huntington Library:
PACIFIC RY.CO.-1893, Engineers Report. Gives information about Cable Powerhouses- Electrification of Horsecar Lines- Etc.

HORSE CAR LINES:

BROWN LINE- N.G. Single Track with Turnouts.
Also Street Line. 7,618' long. From Main St. & Arcadia (1 Block N. of Temple St) over Also to 1st. St. & Boyle Ave.- Connection with 1st.St. Cable. At Main St.- Connects with Blue and Green Lines.

BLUE LINE- Std.Gauge. From Plaza over Spring St. & Washington St. to City Limits.
1¼ Miles Heavy Rail.
2½ Miles Flat Rail on Stringers.

GREEN LINE- N.G. From Spring St.-West on 4th. to Broadway- to 5th.- to Hill- to 6th.- to Pearl (Figueroa)- to 9th. St. to City Limits.-12,4½'.

WHITE LINE- Includes: (Plaza to Beatlake Park)
KOHRTS ST.LINE.-Std. & beyond to Albert St.)
PASADENA AVE LINE.-4'2" Gauge.

RED LINE-(From Poor's-1889.) Barn-12th. & Olive.
12-Cars. 72-Horses.

FUNICULAR RAILWAYS.

LOS ANGELES & MT.WASHINGTON RY. CO. 2900' Long.
Single Track with one automatic turnout. 2-Cars,
1-"FLORENCE" & 2-"VIRGINIA".
Built by Robert Marsh & Arthur St.Clair- 1909.
Abandoned- Jan.9,1919. Tracks Removed -1930.
ROUTE- West up Avenue 43 from Marmion Way, to
Electric Powerhouso on Peak of Hill, next to the
Mt.Washington Hotel. (Westways-Dec.-1956)

COURT FLIGHT INCLINE RY. Built- 1905.
42"-Gauge. 180' Long. 46% Grade.
LINE- Up Court St. from Hill St. to Clay St.
2-Cars, 6' Wide, 12' Long, Seat 14.
(Bothwell in Reseda has Cars & Machinery- 1948)

SANTA MONICA CANON FUNICULAR.

SAN DIEGO - ETC.

SOUTHERN CALIFORNIA

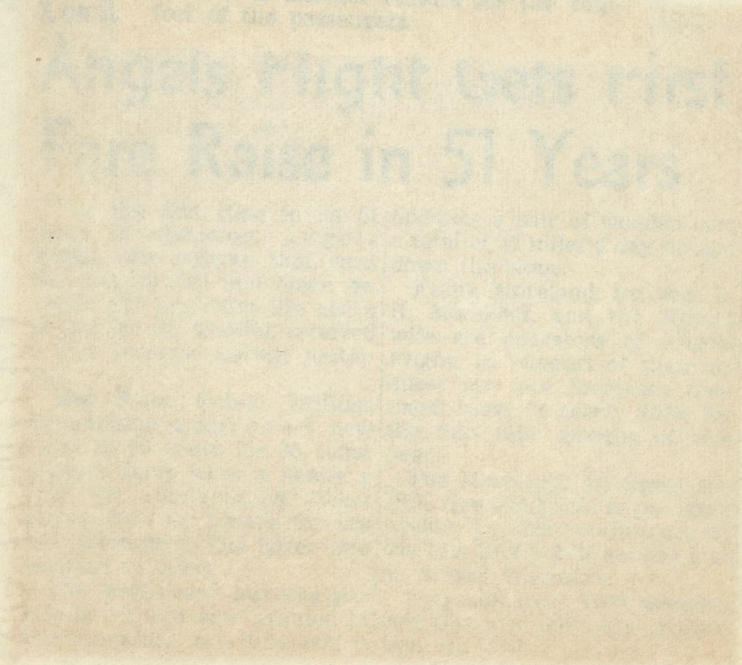
SIXTH & SAN FERNANDO ST.RR.CO.

ELYSIAN PARK RY.CO.

CENTRAL & BOYLE HEIGHTS RR.CO. LINE-6½ Miles.
42" Gauge. 26-Cars. 110-Horses.
E.F.Spence-Pres. W.Haws-Supt. (POOR'S-1889-90)

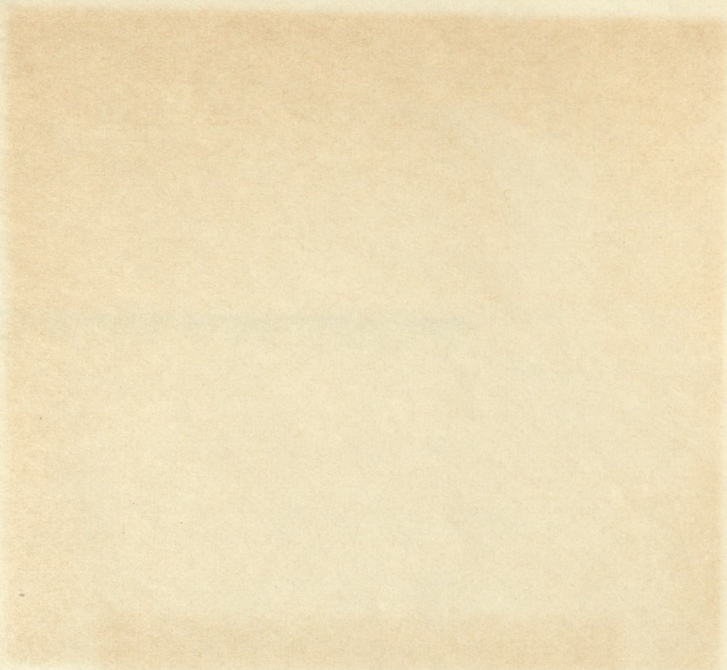
DEPOT RAILWAY CO. of Los Angeles. LINE-3 Miles.
42" Gauge. 40 lb.-Rail.
12-Cars. 74-Horses & Mules. (POOR'S-1890)

LOS ANGELES & VERNON STREET RY.CO. Chd-June,1887.
4'-8½"-Gauge. 20-4- lb.Rail. LINE- 5 Miles.
8-Cars. 1-Vehicle. Sidings- 1 Mile.
46-Horses.D.G.Stephens-Pres. A.B.Stafford-Supt.
Passengers-1888- 306,020. (POOR'S-1889)
BARN- SE Corner, 22nd.St. & Central Ave.
Barn Torn Down- 1920.



SAN DIEGO - ETC.

SOUTHERN CALIFORNIA



ANGELS FLIGHT RY. Built by Col.J.W.Eddy.
30"-Gauge. 33% Grade. 335' Long.
LINE- From Hill St. up South Side of 3rd.St.
to Top of Bunker Hill- Olive St. Private R/W.
OPENING- Dec.31,1901. First Train- Dec.30,1901.
Two Cars-5' Wide, 24' Long, Seat 38 Each.
Cars Named: "SINAI" and "OLIVET".
Was originally built with two sections of different grade to follow the grade of the Hillside-
Rebuilt in ... ade. New
Cars were ...

50 Years Ago Today—August, 1910

NEWS SYNOPSIS—Reconstruction work on Angel's Flight is far enough along to give an idea of how it will appear when remodeling is completed. A large arched waiting station will be erected at the foot of the incline. Two new cars have started regular trips for the service of the hill dwellers. The waiting station at the upper end will be a beautiful structure. Many sockets for electric lamps have been provided and the electrical display will be brilliant. By next December Angel's Flight will have been in operation for 10 years. About 33,500 passengers are carried both ways each day. The new cars are finished in mahogany with a seating capacity of 32 and a carrying capacity of 45. Large oval glass windows on each side of the cars give an artistic effect and the little open-air smoker seats on the upper end of each is another feature for the comfort of the passengers.

Los A...

Angels Flight Gets First Fare Raise in 51 Years

For the first time in its 51 years of operation, Angels Flight, the railway that runs 335 feet up hill and down between Hill and Olive Sts. south of the 3rd St. Tunnel, received a fare increase permit yesterday.

The State Public Utilities Commission approved new rates of 50 cents for 30 rides. Former fares were a penny a ride for commutation ticket buyers, two for 5 cents for casual passengers. The latter rate remains in effect.

The ⅔-of-a-cent increase per ride is the first ever granted to the miniature rail line which operates a pair of wooden cars a total of 47 miles a day up and down the slope.

Frank Moreland, his son, L. B. Moreland, and the latter's wife are operators of Angels Flight. In support of their request for fare increases they listed losses of nearly $1000 for the first four months of this year.

The Morelands informed the PUC that their aim is not large profits but the continuance of the line as a public service and as a local landmark.

Approximately 7000 workers ride the cars daily, the application set forth.

SAN DIEGO - AL.

SOUTHERN CALIFORNIA

ANGELUS FLIGHT RY. Built by Col.J.W.Eddy.
30"-Gauge. 33% Grade. 339' long.
LINE- From Hill St. up South side of 3rd.St.
to Top of Bunker Hill- Olive St. Private R/W.
OPENING- Dec.31,1901. Fast Train- Dec.30,1901.
Two Cars-5' Wide, 24' long, Seat 38 Each.
Cars Named: "SINAI" and "OLIVET".
Was originally built with two sections of different
ent grade to follow the grade of the Hillside-
Rebuilt in 1905 with a straight 33% grade. New
Cars were built at that time.

HORSE CAR LINES- L.A. & PASADENA.

SPRING & 6th. ST. RR.CO. Built by Judge Widney in 1874. From Plaza over Main, Spring, 1st., Fort, 4th., Hill, 5th., Olive, 6th. to Pearl St. (Figueroa), Terminal & Barn. 2 Bob-tailed 1-Horse Cars. 1- Turnout. 1.33 Miles.

CITY RR. From Washington N. on Figueroa to 12th., to Olive, 5th.,Spring, 1st.,Main, Marchesault, New High, Bellevue Ave.,Buena Vista, College St., Upper Main, San Fernando St., passing River Depot of S.P. & out Downey Ave. to Pasadena RR. Depot.

MAIN ST.& AGRICULTURAL PARK RR.CO. Over Main St. from Temple Block to Washington Gardens, Barn at Washington St. Soon extendedto Jefferson, to Wesley (Now University) Ave. to Race Track at Agricultural Park. Branch built out Washington to Figueroa to Jefferson connection with 1st. section. Barn at the Park. Both routes used for cars between Temple Block & Racetrack.
W.J.Broderick- Pres. to 1898. James Gallagher was a conductor from 1888 On- & ran one of 1st. electric Cars.
Last Horsecar on Main ST. Line-March 31,1897.
1st. Electric car- " " " -April 1,1897.
POOR'S-1896* Open-July 1,1875. 42" Gauge.
16-40 lb. Rail. 30-Cars. 4-Vehicles. 113-Horses.
LINE- 5 Miles, Double Track. Leased- .62 Miles.
Leases & Operates- FIFTH ST. RR.CO.
Office- 217 New High St.
POOR'S-1889. Office- 10 Commercial St.
Wm.J. Broderick- Pres. Wm.Hawks- Supt.
In 1887, D.V.Waldron built "Washington Gardens"- 35-Acres. (Later Called "Chutes Park".)

MATEO ST.& SANTA FE AVE. STREET CAR CO.
POOR'S-1889. Line- 3 Miles. 2-Cars. 6-Horses.
Office- 9 Main St. H.M.Arms- Supt.

SANTA MONICA & SOLDIERS HOME ST. RY. -May 5,1891.
(From Herald-June,1896- To be "Electricized".)

SAN PEDRO ST.& EAST LOS ANGELES RR.(1.47mi.-1876)

EAST LOS ANGELES & MAIN ST. RR.CO.

SAN DIEGO - [illegible]

SOUTHERN CALIFORNIA

ALHAMBRA & PASADENA ST.RY.CO. Open-March-1888.
42"-Gauge. 16 lb.Rail. LINE- 6 Miles.
Shorb Station, Alhambra, to Raymond Station- 3 Mi.
Raymond Station, North on Fair Oaks Ave.- 3 ".
3- Cars. (to Colorado St.)
4- Horses. 4- Mules.
Office-Alhambra.
A.C.Weeks-Pres. Sam Drake-Supt. (Poor's-1890)

CITY RAILWAY CO. of Pasadena.
Std.Gauge. 15-20-30 lb.Rail.
LINE: -Main- 3 Miles.
-Sdgs.- 3 " .
-Brch.- 2¼ " . 8¼ Miles, Track.
1- Dummy Steam Locomotive.
5- Cars.
2- Horses. 20- Mules.
C.W.Buchanan-Pres.
A.J.Painter-Supt.-Treas. (Poor's-1889-90)
(Consolidated in Pasadena & L.A.Elec.Ry-1894)

COLORADO ST.RR.CO.
42"-Gauge. 16 lb.Rail. LINE- 3 Miles.
5- Cars. 13- Horses.
G.Meharry-Pres-Supt. (Poor's-1889)
(1895:-Track-5½ Mi., L.P.Hanson-Pres.GM-Supt.)
(Consolidated in Pasadena & L.A.Elec.Ry-1894)

HIGHLAND RR.CO. -Pasadena.
4'-8½"-Gauge. LINE- 5 Miles.
6- Cars. 24- Horses. 16lb.T,-30lb.Gdr.Rail.
G.A.Swartuout-Pres.-(Also-S.Highland RR.-Sacmto)
F.D.Swartuout-Supt. (Poor's-1890-96)
Sold-Forclosure-Mch.18,1890-to Pasadena Natl.Bnk.
Sold-1894-to LOS ANGELES & PASADENA ELECTRIC RY.
LINE:- Built-1888: (R.Thompson)
Colorado & Euclid Ave.via Walnut, to Highland St.
Extended to Raymond Station- 1889.

PASADENA & MT.WILSON RY.
42"-Gauge. LINE- Electric-3 Miles.
2- Cars, G.E.System. Cable- ½ " .
Office-Pasadena. (Poor's-1896)
Forclosed, Succeeded by: -Mch.28,1899-
PASADENA & MT.LOWE RY.
Controlled by LARY- June, 1900.

SAN DIEGO - J.L.
SOUTHERN CALIFORNIA

PICO ST. & MAPLE AVE. EL.RY.

LOS ANGELES ELECTRIC RY CO. (1886 to 1889)
"Pico St. & Maple Ave.El.Ry."Inc.-Sept.14,1886.
42"-Gauge. W.N.Best- Supt.
From Plaza,on Los Angeles St. south to 3rd.- east to San Julian St.- south to 7th. St.- west to Maple Ave.- south to Pico St.- west to L St. (Called "Lerdo", later Harvard Blvd.)
Powerhouse- 1032 Maple Ave.
MOTORS had Horseshoe type Field Magnets that stood up from floor of cars.
First Operation- Jan. 1887. Had considerable Electrical failure.

LOS ANGELES ELECTRIC RY. CO. (Poor's- 1889)
5-Cars. Line- 5 Miles. G.H.Bonebreak-Pres.

ELECTRIC RAPID TRANSIT CO. (Poor's- 1890)
4'-8½"-Gauge. 16- 40 lb. Rail. LINE-5 Miles.
2-Daft Motor Cars- Sprague System. 16- Cars.
Chtd- Mch. 3,1890. Offices-L.A. & Topeka, Kans.
— W. LACEY - 1893 —

CALIFORNIA PACIFIC RY. CO.

PECK RR. -Projected- San Pedro to Pt.Firmin.
2 Miles -Completed -1909. Gasoline Motor Cars.
Office- San Pedro. G.H.Peck- Pres.

LOS ANGELES TRACTION CO. OPEN-Sept. 1,1895.
4'-8½"-Gauge. 22 lb. Shanghai Rail. G.E.System.
22- Cars. 12-Miles. W.S.Hook- Pres. (Poor's-96)
SAME- (Poor's-1902)
42"-Gauge. 60-70 lb. Shanghai Rail.
LINE- 26 Miles.
38- Motor Cars. 8-Trailors.

PASADENA & PACIFIC RR- Track- 45 Miles. 40-50 lb.
23- Cars, Westinghouse System. (POOr's-1896)
L.P.Hansen-Pres. E.P.Clarck- VP-GM. W.Lacy-Sec.

SAN DIEGO - ETC.

SOUTHERN CALIFORNIA

WEST PASADENA RY.CO.

2- Cars. 10- Horses.
J.W.Mundell-Pres.
L.G.Kellogg-Supt-Sec.

Road Operated- 4-Miles.
(1-Mile,in Poor's-1890)

(Poor's-1889)

PASADENA STREET RY.CO.
42"-Gauge. 16 lb.T-Rail.
5- Cars. 1- Veh.
21- Horses.
Office- Fair Oaks, Pasadena.
S.Townsend-Pres.
W.Thompson-Supt.

Opened-Oct.1,1886.
LINE- 3¼Miles.
Sidings-3 " .

(Poor's-1890)

PASADENA & LOS ANGELES ELECTRIC RY. Ctd-May,1894.
42"-Gauge. 40-50 lb.Rail.
LINES: Electric- 22 Miles.
Horse Car- 22 " . -Total- 44 Mi.
20- Electric Cars.
18- Horse Cars.
Office- 222 W.4th.St.,Los Angeles.
Connects Los Angeles and Pasadena.
Consolidation- May, 1894- of:
PASADENA STREET RY.
CITY RAILWAY CO.
COLORADO ST.RY.CO.

(Poor's-1896)

1st. Electric Car to Pasadena- May, 5,1895.
Regular service started next day.
Photo in E.L.Lewis Collection- #92.

SAN DIEGO - [illegible]

SOUTHERN CALIFORNIA

WEST PASADENA RY.CO.

Road Operated- 4-Miles.
2- Cars. 10- Horses. (1-Mile,in Poor's-1890)
J.W.Mundell-Pres.
L.C.Kellogg-Supt-Sec. (Poor's-1889)

PASADENA STREET RY.CO. Opened-Oct.1,1886.
42"-Gauge. 16 lb.T-Rail. LINE- 3¼Miles.
5- Cars. 1- Veh. Sidings-3 " .
21- Horses.
Office- Fair Oaks, Pasadena.
B.Townsend-Pres.
W.Thompson-Supt. (Poor's-1890)

PASADENA & LOS ANGELES ELECTRIC RY. Otd-May,1894.
42"-Gauge. 40-50 lb.Rail.
LINES: Electric- 22 Miles.
Horse Car- 22 " . -Total- 44 Mi.
20- Electric Cars.
18- Horse Cars.
Office- 222 W.4th.St.,Los Angeles.
Connects Los Angeles and Pasadena.
Consolidation- May, 1894- of:
PASADENA STREET RY.
CITY RAILWAY CO.
COLORADO ST.RY.CO. (Poor's-1895)

1st. Electric Car to Pasadena- May, 5,1895.
Regular service started next day.
Photo in E.L.Lewis Collection- #92.

SAN DIEGO - ETC.

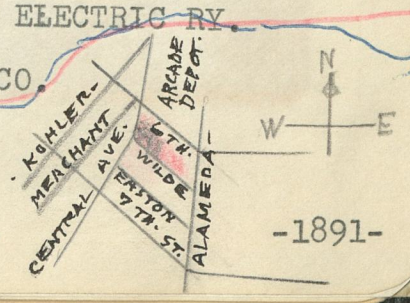
LOS ANGELES CONSOLIDATED ELECTRIC RY.Chtd-1890.
42" & STD. 40-45 lb.Rail. 30-Elec Motor Cars.
TRACK: ELECTRIC-42 Miles. 50-Cable Cars.
HORSECAR-39 " . 66-Trailors.
CABLE -21½ " . 98-Horses.
(Poor's-1895)

Consolidation-Oct.-1893:
CONSOLIDATED ELECTRIC RY.CO.
ELECTRIC RAPID TRANSIT CO.
MATEO ST. & SANTA FE AVE. STREET CAR CO.
DEPOT RY. CO. of Los Angeles.
LOS ANGELES CABLE RY.CO.
PACIFIC RY.CO.
ELYSIAN PARK RY.CO.
LOS ANGELES & VERNON STREET RY.CO.
Controls all Pasadena Lines, except PASADENA & MT.WILSON RY. Includes:
COLORADO ST.RY.
PASADENA ST.RY.
PASADENA & LOS ANGELES ELECTRIC RY.

Taken over by Bondholders, Reorganized as:
LOS ANGELES RAILWAY. -Chtd- MARCH 20,1895
42"-Gauge. 16-20-35-40-45-60 lb. Rail.
LINES- 72.4 Miles, 25.49 Miles 2nd. Track.
Entire System to be Electrified. ELEC. CARS RUN ON 36.2 MILES STREETS & ON 58.94 MILES TRACK-
97-Electric Cars- 3-Vehicles.
24-Horses & Mules.
Thos. Brown-Pres. F.W.Wood-G.M. (Poor's-1896)
Acquired-
MAIN ST. & AGRICULTURAL PARK RR.CO. Oct.1,1898
MATEO ST.RR.
SAN PEDRO RR. (Poor's-1902)
CONDITION-(Poor's-1904)-
42" Gauge- 60 lb. T Rail. TRACK-130.51 Miles.
283 Motor Cars. 1 Power & 4 Sub Stations.
LARY controls PACIFIC LIGHT & POWER CO.- which controls- ONTARIO & SAN ANTONIO HEIGHTS RY.

Roads Formerly Controlled- Now Consolidated in-
PACIFIC ELECTRIC RY.CO. (1901)
LOS ANGELES & PASADENA ELECTRIC RY.
PACIFIC ELECTRIC RY.
PASADENA & MT.LOWE RY.CO.

LACERY- Powerhouse & Shops- NE Corner, Central Ave. & Wilde St. -1891-



SOUTHERN CALIFORNIA

LARY — TAKEN OVER BY —
LA - TRANSIT LINES — $ 50,000,000 —
JAN - 10 - 1945 —

L.A. METROPOLITAN TRANSIT AUTHORITY — ACQUIRED
$(21,604,000) LA TRANSIT LINES (LARY)
$(13,596,374) METROPOLITAN COACH LINES — (PE)
MARCH - 3 - 1958 —
(1800 BUSES & 200 RAIL CARS + BASES)

Herald-Sept.1893. Electric railway officials do not regard the electro-vapor motor, which was given a trial over the local street car tracks a few morninga ago, with much favor. They are positive it will never supersede electricity as a motive power. The motor is now operating on the old Mateo Street line south from the Santa Fe Depot.

AUG — 1895

The Los Angeles Railway, through F. W. Wood, general manager, is advertising the sale of 50 medium sized mules, all in good condition. They can be seen at the stable at the corner of Washington street and Vermont avenue. This means the discarding by the railway of mule-power and the establishment of electric-power.

The new $50,000 car barn being erected for the use of the Street Railway Co. on Central avenue will be complete and ready for occupancy by Oct. 1. The structure will take the place of the powerhouse at Grand Avenue and Seventh street and the barn at GRAND avenue and Twelfth street. This single Depository for all the company's cars will contain more than a mile of track (all pitted). As soon as the new barn is completed the company's property at Seventh and Grand avenue and at Twelfth and Grand avenue will be placed on the market for sale. All the company's cars are to be equipped with double fenders as rapidly as possible, under the law adopted by the last legislature.

AUG. - 1899 -

LOS ANGELES INTERURBAN RY. -Inc.-June 8,1903.
42"& 4'-8½" Gauges.
LINES: Completed (July 1,1904)- 131.51 Miles.
Total-Complete & Building- 193.84 " .
51- Cars.
Office- Los Angeles.
H.E.Huntington-Pres.
S.B.Lenegan-Supt. (Poor's-1904)

Consolidation of: (1903)
LOS ANGELES TRACTION CO.
LOS ANGELES & GLENDALE RY.CO.
CALIFORNIA PACIFIC RY.CO.
Acquired- 1904 ?
SANTA ANA & ORANGE MOTOR RY.
SAN GABRIEL RAPID TRANSIT RY.

Condition-1906:
LINES: -Double-Track- 87.55 Miles.
-Single " - 64.42 " .
169-Passenger Cars.
6-Observation Cars.
4-Riverside & Arlington Passenger Cars.
20-Box, 39-Flat, 4-Oil, 4-Misc. 2-Express Cars.
Total- 248. (Addenda-Poor's-1906)

SAN DIEGO - ...

SOUTHERN CALIFORNIA

PACIFIC ELECTRIC RAILWAY
Consolidation of: -1901-
LOS ANGELES & PASADENA ELECTRIC RY.
PASADENA & MT.LOWE RY.
PACIFIC ELECTRIC RY. of ARIZONA.
EAST NINTH ST.RY.
BROOKLYN AVE.RY.
SANTA ANA & ORANGE RY.CO.
TEMPLE ST.CABLE RY.

Controls-
RIVERSIDE & ARLINGTON ST.RY.

INC.-California- 1901.
4'-8½" Gauge- 60 lb.Rail- 48.65 Miles.
42" Gauge- 45-50 lb.Rail- 72.21 " .
TOTAL- 120.86 Miles.
27 Miles, Single, 46.93 Miles- Double Track.
Extensions underway to make Total of 442 Miles.
98- Passenger & Mail Cars.
13- Trailors.
16- Freight Cars.
3- Construction Cars.
20- Passenger Cars being Built. (August-1902)
OFFICE- Los Angeles.
H.E.Huntington- Pres.
A.D.Schindler- G.M.

SAN DIEGO - J.L.

SOUTHERN CALIFORNIA

July, 1903 A party of ladies and gentlemen were conducted on a trolley trip in the car, "Mermaid" to Ocean Park Wednesday by Mr. and Mrs. Paul Haupt, 400 West Thirty-third street and Mr. and Mrs. W. S. Arnold of 902 Grattan street. Luncheon was served at the Country Club at Ocean Park and dancing was enjoyed in the evening.

PACIFIC ELECTRIC RAILWAY

Consolidation of: -1901-

LOS ANGELES & PASADENA ELECTRIC RY.

PASADENA & MT.LOWE RY.

PACIFIC ELECTRIC RY. of ARIZONA.

EAST NINTH ST.RY.

BROOKLYN AVE.RY.

SANTA ANA & ORANGE RY.CO.

TEMPLE ST.CABLE RY.

Controls-

RIVERSIDE & ARLINGTON ST.RY.

INC.-California- 1901.

4'-8½" Gauge- 60 lb.Rail- 48.65 Miles.

4'2" Gauge- 4'5-50 lb.Rail- 72.21 " .

TOTAL- 120.86 Miles.

27 Miles, Single, 46.93 Miles- Double Track.

Extensions underway to make Total of 44.2 Miles.

98- Passenger & Mail Cars.

13- Trailers.

16- Freight Cars.

3- Construction Cars.

20- Passenger Cars being Built. (August-1902)

OFFICE- Los Angeles.

H.E.Huntington- Pres.

A.D.Schindler- G.M.

-AT&SF-

LOS ANGELES & SAN GABRIEL VALLEY RR.
INC.-Aug.31,1883. Std.Gauge.
LINE- Los Angeles to Mud Springs,(San Dimas)28 Mi.
Via: Arroyo Seco, Raymond, Pasadena, Lamanda Park, Arcadia, Duarte & Azusa. A "Y" at Lamanda Park.
OPENING- Pasadena- Sept.16,1885.
REACHED: Lamanda Park-13.4 Miles- Nov. 7,1885
1st. Freight Train- Aug.14,1885
Mud Springs- 28 Miles- 1886.
Was Called "Orange Belt Route" and was 3rd. best Paying Road in US- per Mile- in 1886.

SOLD-Jan.1,1887- Taken over-July 1,1887 by:
SAN BERNARDINO & LOS ANGELES RY.CO.
Consolidated in: -May 24,1887-
CALIFORNIA CENTRAL
LINE: Extended to San Bernardino- Total 60 Miles-
Via- North Pomona, Clairemont, Upland, Cucamonga.
1st. Thru TRAIN- May 13,1887. Cutoff open-
Lamanda Park to Raymond Station- Oct.10,1887.
SOUTHERN CALIFORNIA RY.CO.- Nov.22,1889.

LOCOMOTIVES:
1- 4-4-0, Became SC- 18.
2- " , " SC- 19.
2nd. 2- 4-4-0. Brooks-1892. 63"-18"x 24",95,600 Lb
4- 2-6-0. Pittsburg-861-1886. 51"-17"x 24",90,400 "
8- 4-4-0. " - " . 63"-18"x 24",85,600 "

NOTES:
LA&SGV Opening Celebration- Pasadena- Sept.16,1885
Loco- 2 With 2 Passenger Cars & 2 Flat Cars Fitted with Seats & Canopies Supported by Uprights in Stake Pockets. Morris W. Reeder- Engineer.

Depots Built- Glendora-($4500)- Dec.10,1887.
Highland Park & Garvanza- July 2,1888.

Raymond Hotel Completed- November, 1887.

(4-Pittsburg-861-1886, Became CS-21, SC-50, AT&SF-o213. Rebuilt- 0-6-0 in 1902.-AT&SF-2418.)

SAN DIEGO - L.A.

SOUTHERN CALIFORNIA

LOS ANGELES & SAN GABRIEL VALLEY RR.

INC.-Aug.31,1883. Std.Gauge.

LINE- Los Angeles to Mud Springs,(San Dimas)28 Mi.

Via: Arroyo Seco, Raymond, Pasadena, Lamanda Park,
Arcadia, Duarte & Azusa. A "Y" at Lamanda Park.

OPENING- Pasadena- Sept.16,1885.

REACHED: Lamanda Park-13.4 Miles- Nov. 7,1885
Ist. Freight Train- Aug.14,1885
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CALIFORNIA CENTRAL

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Via- North Pomona, Clairemont, Upland, Cucamonga.
Ist. Thru TRAIN- May 13,1887. Cutoff open-
Lamanda Park to Raymond Station- Oct.10,1887.

SOUTHERN CALIFORNIA RY.CO.- Nov.22,1889.

LOCOMOTIVES:

1- 4-4-0, Became SC- 18.
2- " " SC- 19.
2nd. 2- 4-4-0. Brooks-1892. 63"-18"x 24"-95,600 Lb
4- 2-6-0. Pittsburg-1886. 51"-17"x 24"-90,400 "
8- 4-4-0. " - " . 63"-18"x 24"-85,600 "

NOTES:

LA&SGV Opening Celebration- Pasadena- Sept.16,1885
Loco- 2 With 2 Passenger Cars & 2 Flat Cars Fitted
with Seats & Canopies Supported by Uprights in
Stake Pockets. Morris W. Reeder- Engineer.

Depots Built- Glendora-($4,500)- Dec.10,1887.
Highland Park & Garvanza- July 2,1888.

Raymond Hotel Completed- November, 1887.

4-Pittsburg-8&1-1886, Became GS-21, SC-50,
ATSSF-o213. Rebuilt- 0-6-0 in 1902.-ATSSF-24-18.)

(U.P.)

PASADENA RAILWAY CO. -Chtd-Feb.19,1887.
4'-8½"-Gauge. 65 lb.Rail. LINE- 7¼ Miles.
2- Locomotives. Sidings- 1 " .
1- Passenger Car.
1- Combination.
2- Flat Cars.
L.J.Rose-Pres.
A.B.Manahan-GM-Sec. (Poor's-1889)

OPENED: -Jan.31,1888.
From Raymond Station toward Devil's Gate, then curving east to the center of Altadena. Was projected from Los Angeles to Wilson's Peak.

SALE: to SAN PEDRO,LOS ANGELES & UTAH RY.CO. was voided, because latter failed to run four trains daily, as stipulated. Pasadena Improvement Co. regained possession.

SAN PEDRO,LOS ANGELES & UTAH RY.CO.
4'-8½"-Gauge. LINE: Pasadena to Altadena- 7¼ M.
2- Locomotives, (Altadena Railway)
2- Passenger Cars.
4- Flat Cars.
Office- Pasadena.
J.P.Woodbury- Pres.
Projected to State Line-275 Miles. (Poor's-1888)

LEASED: Nov.-1889, to:
LOS ANGELES,PASADENA & GLENDALE RY.

SOLD: June 24,1890, to:
LOS ANGELES TERMINAL RY.CO.

From H.K.Porter Catalog-1889. Pasadena Ry.
7¼-miles. 35 lb.Rail. (PHOTO SHOWS— 2-4-2T)
Locomotive- 0-4-2T. (Saddle Tank) 12"x 18".
Oil Fuel. Average days run- 58 miles.
2 tanks- water, 140 gallons- Crude Petroleum.

After sale to SPLA&U was voided, manager of latter refused to pay fare and was put off at Colorado Street, protesting vigorously.
(L.A.Express- Sept.29.1888)

(continued)

SAN DIEGO - L.L.

SOUTHERN CALIFORNIA

(U.P.)

PASADENA RAILWAY CO. -Chtd-Feb.19,1887.
4'-8½"-Gauge. 65 lb.Rail. LINE- 7½ Miles.
Stations- 1 " .
2- Locomotives.
1- Passenger Car.
1- Combination.
2- Flat Cars.
1.J.Rose-Pres.
A.B.Mansban-GM-Sec. (Poor's-1889)

OPENED: -Jan.31,1888.
From Raymond Station toward Devil's Gate, then curving east to the center of Altadena. Was projected from Los Angeles to Wilson's Peak.
SALE: to SAN PEDRO,LOS ANGELES & UTAH RY.CO. was voided, because latter failed to run four trains daily, as stipulated. Pasadena Improvement Co. regained possession.

SAN PEDRO,LOS ANGELES & UTAH RY.CO.
4'-8½"-Gauge. LINE: Pasadena to Altadena- 7½ M.
2- Locomotives. (Altadena Railway)
2- Passenger Cars.
4- Flat Cars.
Office- Pasadena.
1.P.Woodbury- Pres.
Projected to State Line-275 Miles. (Poor's-1888)

LEASED: Nov.-1889, to:
LOS ANGELES,PASADENA & GLENDALE RY.

SOLD: June 24,1890, to:
LOS ANGELES TERMINAL RY.CO.

From H.K.Porter Catalog-1889. Pasadena Ry.
7½-miles. 35 lb.Rail.
Locomotive- 0-4-2T. (Saddle Tank) 12"x 18".
Oil Fuel. Average daye run- 58 miles.
2 tanks- water, 140 Gallons- Crude Petroleum.

After sale to SPLAAU was voided, manager of Jat-
ter refused to pay fare and was put off at Colo-
rado Street, protesting vigorously.
(L.A.Express- Sept.29.1888)

(continued)

-Continued- (U.P.)

LOS ANGELES & GLENDALE STEAM RY.CO.
Inc.-Jan. 8,1887. Changed to:
LOS ANGELES & GLENDALE RR.CO. -Inc.-Jan.13,1887.
42"-Gauge.
1-"Smokeless" Locomotive.
1-Passenger Car. (Tribune-Nov.12,1887.)
LINE: From Crow (Glendale Blvd.) at Broadway in Glendale, to Downey St.(N.Spring), Los Angeles.

Purchased by: -March 30,1889-
LOS ANGELES, PASADENA & GLENDALE RY.CO.
4'-8½"-Gauge & 42"-Gauge. 60 lb.Rail.
3-Locomotives-Std.Gauge.
1-Locomotive-42"-Gauge.
7-Passenger Cars.
3-Comb.-Bag.etc.
4-Freight Cars.
LINES: L.A. to Pasadena(Std.)- 10 Miles.
Pasadena to Altadena(Std.)- 7½ " .
L.A. to Glendale(42")- 8½ " .
Leased: -Nov.-1889- PASADENA RY. (ALTADENA RY)
Sold to:-June 24,1890- & Consolidated-Jan.2,1891-
LOS ANGELES TERMINAL RY.CO.

Notes on Glendale line: 42"-?
Coaches arrived with 40"-Gauge & locomotive-36" gauge. See Times-Jan.27,1888, Herald-Jan.18.
Description of route- Times-March 26,1888.
Trip made in 15 to 20 minutes on limited train, 30 minutes, regular train.(Times-May 23,'88
Arroyo Seco bridge-1300'. See-Oct.19,1889.
Materials used from Eagle Rock Valley line.
Big opening celebration, Pasadena- Mch.12,1890 Procession, decorations, etc. Gov.Waterman and other officials present.

Schedule-May 23,1888.
Leave Downey Bridge- 8- 11AM, 3- 6- 8.30PM.
" Glendale- 6.30- 10 AM, 2- 5- 7 PM.
Round Trip- 30¢.

(Continued)

SAN DIEGO - ML
SOUTHERN CALIFORNIA

Oct. 15, 1904

The first through passengers over the new Salt Lake route arrived in Los Angeles. The rails were complete except for a 90-mile stretch between Las Vegas, Nev., and Kessler Summit which was covered by stage. Passengers included Mme. Inez Carusi, harpist and opera composer.

50 YEARS AGO
Feb. 10, 1905

SALT LAKE CITY—The first through train from Salt Lake City to Los Angeles left here at 7 a.m. with Vice-President and General Manager J. Ross Clark, other railway officials and their friends on board. Regular service was promised for April.

-Continued-

LOS ANGELES TERMINAL RY.CO.

4'-8½"-Gauge. 56 lb.Steel Rail.

LINES: East San Pedro to Altadena- 43.1 Miles.
Glendale Jcn. to Verdugo- 7.1 " .
Total- 50.2 "
Sidings-etc- 8.94 " .

8- Locomotives.
14-Passenger Cars.
6- Combination Cars.
35-Box, 1-Stock, 74-Flat, 39-Coal Cars.
2- Caboose Cars.
(Poor's-1896)

Bought LA,Pasadena & Glendale Ry.-June 24,1890.
Consolidated same-Jan.2,1891.
Extended Altadena Ry. to Lake Ave.-Dec.31,1890.
Built to Long Beach and San Pedro over Routes of LA & Ocean Ry. and LA,Utah & Atlantic Ry. OPEN-Long Beach-Nov.8,1891. San Pedro-Nov.13,1891.
Glendale Line changed to Standard Gauge-Dec.1890.

PURCHASED BY:- April, 1901.
SAN PEDRO, LOS ANGELES & SALT LAKE RR.
UNION PACIFIC- June 14,1921.

LOCOMOTIVES:-

1- 2-4-4T, Rhode Island-2252-1889. 42"-12"x 16".
Ex-LA,Pasa.& Glendale-1. SPLA&SL-1.
2- 2-4-4T, Rhode Island-2253-1889. 42"-12"x 16".
Ex-LA,Pasa.& Glendale-2. SPLA&SL-2.
3- 2-4-2T, Porter-840-1887. 44"-12"x 18".
Ex-"Altadena". LAP&G-3. LA Terminal-8.
4- 4-4-0. Baldwin-11866-1891. 56"-18"x 24".
SPLA&SL- 25.
5- 4-6-0. Baldwin-11867-1891. 48"-18"x 24".
SPLA&SL-5- 50. Outer Harbor Terminal-7. (1917)
6- 4-4-0. Baldwin-12141-1891. 56"-18"x 24".
SPLA&SL-26,-2nd.-37, -1057.
7. 4-6-0. Baldwin-12204-1891. 54"-18"x 24".
SPLA&SL-7, 51. Las Vegas & Tonapah RR-2.(1906)
(2nd).Nevada Copper Belt Ry.-1. (1917)
8- 4-4-0. Schenectady-6065-1901. 70"-19"x 24".
SP&SL-8. Union Pacific-1050. Scrapped-1923.

SAN DIEGO - L.A.

SOUTHERN CALIFORNIA

S.P.

LOS ANGELES & SAN PEDRO RR.
L.A. to SanPedro- 22 Miles. 4'-8½" Gauge.
OPENING- Oct.26,1869. Free Excursion- 1500 pass.
L.A.DEPOT- Alameda at Commercial St. SE-Corner.
After 15 Miles was Completed- Some Service with "San Gabriel" to Connection with L.A. Stage.

1st. Advertised Excursion- Nov.5,1869. $2.

H.W.Hawthorne- 1st. Supt. (So says Harris
N.A.McDonald- 1st. Conductor. Newmark)
Sam Butler- 1st. Brakeman.
James McBride & William Thomas- 1st. Engineers.
LOCOMOTIVES:
1-"San Gabriel"- Vulcan Iron Works-1868.
2-2-0, 62"-9"x 18".In Service-Jan.14,1869.
2-"LOS ANGELES"-Schenectady-603-1869. 4-4-0.
60"-17x22,20-Tons
3-"SAN PEDRO"- " -604-1869. 4-4-0.
60"-14x22,25-Ton.
4- " -538-1869. 4-4-0.
60"-12x22,20-Ton.
2-Became S.P.-34. -SP-1105. Sold-1894.
3- " S.P.-32. -SP-1113. " -1891.
4- " S.P.-31. -SP-1104. " -1894.

Consolidated in SOUTHERN PACIFIC -Dec.18,1874.

SANTA ANA RR.CO- Built 1890, Name Changed-1893-
SANTA ANA & NEWPORT RAILWAY CO. (Have 1899 Pass)
LINE-Santa Ana to Newport Beach. 4'-8½" Gauge.
Taken over by SP- 1899.
Abandoned- 1935.

S.P OPENING DATES-
To San Fernando & Spadra- Jan.21,1874.
To San Francisco from LA- Sept. 1876.
To Yuma-& East- Sept.30,1877.
To Santa Ana- Dec.7,1877.

SAN DIEGO - L.C.

SOUTHERN CALIFORNIA

S.P.

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LOCOMOTIVES:
1-"San Gabriel"- Vulcan Iron Works-1868.
2-2-0. 62"-9"x 18". In Service-Jan.1,1869.
2-"LOS ANGELES"-Schenectady-603-1869. 4-4-0.
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3-"SAN PEDRO"- " -604-1869. 4-4-0.
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To San Fernando & Spadra- Jan.21,1874.
To San Francisco from LA- Sept. 1876.
To Yuma-& East- Sept.30,1877.
To Santa Ana- Dec.7,1877.

(S.P.)

LOS ANGELES & INDEPENDENCE RR. -Chtd.-Jan.4,1875.
4'-8½"-Gauge. 56 lb.Rail.
LINE: Los Angeles to Santa Monica- 16.96 Miles.
2-Locomotives. Sidings- 1.24 " .
3-Passenger Cars.
1-Baggage.
16-Box. 62-Flat. 10-Service Cars. (Poor's-1880)
OPENED- Dec.-1875. (First train to S.M.-Dec.1.)
Depot- 6th.& San Pedro Sts.
Sold- July 1,1877- to: SOUTHERN PACIFIC.
Was projected to Independence and connection with the UTAH SOUTHERN.

Locomotives:
1-Cooke-1004-1875. 4-4-0, 60"-15"x 24"-60,000 lbs
2- " -1005- " . " , " " " " " "
Became SP- 1170 & 1171. Both were sold to the Ventura & Ojai Valley- Jan.1,1896.
Locos named "Los Angeles" and "Santa Monica".
No-1. No.-2.

LONG WHARF- Santa Monica- 4,620 Feet.

L.A.Depot- San Pedro St. & Wolfskill Lane, (4th. St.) S.E. Corner. Built 1875, occupied Jan. 1876. Cost $10,000. Burned Oct.30,1888, while being used by a lumber Co.

(See Notes- Over)

SAN DIEGO - L.A.

SOUTHERN CALIFORNIA

Notes from "60 Years in S.C."- Harris Newmark.-

Palace Car- "Santa Monica", private car of Sen. Jones, 3-salons, 2 compartments, crimson velvet upholstery, was displayed ~~and displayed and advertised~~ both in LA and Santa Monica.

Mch. 1,1876- work started on the San Pedro Street Ry. (Horse) Santa Monica Depot, San Pedro St near Wolfskill- via San Pedro Los Angeles, Arcadia and Sanchez Sts. to the Pla Plaza. Std. Gauge, permitting freight cars to hauled to the center of the city. Fare 5¢, or 30 tickets for $1. Display of Palace Car advertised "standing on a rr track near Pico House." (Pages 487 -8.)

LA & Ind. opened- Wednesday, Dec.1,1875. Two trains per day. Leaving LA-

	9:30	4:15
Leaving StaMonica-	7:30	2:30.

60 tickets- $ 10.

In Jan.1876, Train from Santa Monica held up by soft ground in the cienaga, engineer refused to proceed.

In Feb. Trains left LA- 10:00 5:00.
" " SM- 8:00 4:00

4th. Passenger Coach added. Single RT- $1.

After SP obtained the road in 1877, they razed the warehouse and condemned the wharf, built up ~~it's~~ terminus in Wilmington. Santa Monica shrunk to 350 inhab. by 1880.

(S.P.)

LOS ANGELES & LONG BEACH RR.
Narrow Gauge, later changed to standard.
LINE:
Dominguez,(on SP&LA) to Long Beach- 3.7 Miles.
Built with wooden rails and iron straps under direction of Judge Widney in 1885, Horse power.
Said to have been rebuilt by Long Beach Land & Development Co. in 1886. (See- "History of Long Beach and Vicinity"- 1927- W.Case, Page 102)
Had a small, unsatisfactory, dummy engine. SP got control of the road and Crocker and a party travelled over it, but had to return by horse and buggy. Decided a new railroad and locomotive were needed. -Dec.17,1886. (See- "History of California" -J.M.Guinn, Page 400)
9-ton Porter locomotive, twice size of old engine, a "little beauty", cost $3500, arrived Jan.16,1887. (See- Times, Jan.16 & 26,1887)
Consolidated with SOUTHERN PACIFIC- May 4,1888.
Line rebuilt, Thenard to Long Beach- 5.9 Miles.
OPEN: -Dec.29,1888.

From H.K.Porter catalog-1889.
Long Beach Development Co. 4-miles, Std.Gauge.
16 lb.Rail. Sharpest curve- 573' radius.
Heaviest grade- 45' per mile. 15 to 25 mph.
Per day-14 hours- 40 to 64 miles run.
2 tanks water, 200 lbs. coal.
Locomotive- 0-4-2T-rear tank. 7"x 12".
4- small & 2- large coaches, also boxcars.

The early locomotive was described as a "primative" dummy. It got stuck on grades and the wooden jacket caught fire. Was nick-named "Get out and push". In addition to the engine seats, little open cars were used.
(From R.Thompson Notes)

(Continued- next page)

SAN DIEGO - L.A.
SOUTHERN CALIFORNIA

LOS ANGELES & LONG BEACH RR. (L.A.Times)

Oh, sing a song of railroads,
    Likewise the iron hoss,
Of all that run beneath the sun
    The Long Beach is the boss;
With a thirteen cat-power engine
    That starts with a big pinch-bar,
Oh, everybody get out and push
    On the G.O.P.R.R.

Two streaks of rust, a ballast of dust,
    Amid a two-foot right of way,
We blister space at an awful pace,
    Two miles and a half a day;
With rails of cold-rolled hairpins,
    And a shoe box for a car,
Oh, everybody get out and push
    On the G.O.P.R.R.

Oh, fireman, fill the teacup,
    The water's running low
And you'd better scratch a parlor match
    For fuel, as we go;
And scare the squirrels off the track,
    Before they wreck the car;
Oh, everybody get out and push,
    On the G.O.P.R.R.

Downhill, the teapot motor
    Contrives to squeal and bump,
But when we gain the level plain
    We're nearly up a stump;
Come, hustle off, you loafers,
    Bring out the iron bar;
Oh, everybody get out and push
    On the G.O.P.R.R.

The ladies, they may walk to town,
    It's only two miles at large,
There's nothing small to us at all,
    There'll be no extra charge
For this little exercise, so nice,
    And they needn't assist the car,
But everyone else get out and push
    On the G.O.P.R.R.

(See "History of Long Beach and Vicinity")

SAN DIEGO - ...

SOUTHERN CALIFORNIA

LOS ANGELES & LONG BEACH RR. (L.A.Times)

Oh, sing a song of railroads,
Likewise the iron hose,
Of all that run beneath the sun
The Long Beach is the hose;
With a thirteen cat-power engine
That starts with a big pinch-bar,
Oh, everybody get out and push
On the G.O.P.R.R.

Two streaks of rust, a ballast of dust,
Amid a two-foot right of way,
We blister space at an awful pace,
Two miles and a half a day;
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And a shoe box for a car,
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Oh, fireman, fill the teacup,
The water's running low
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The ladies, they may walk to town,
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For this little excercise, so nice,
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On the G.O.P.R.R.

(See "History of Long Beach and Vicinity")

SOUTHERN CALIFORNIA

SAN DIEGO - U.C.

SPEEDY
Loose Leaf
INDEXER

CLASS SCHEDULE

PERIOD TIME	FIRST	SECOND	THIRD	FOURTH	FIFTH	SIXTH	SEVENTH	EIGHTH
COURSE MONDAY								
INSTRUCTOR								
COURSE TUESDAY								
INSTRUCTOR								
COURSE WEDNESDAY								
INSTRUCTOR								
COURSE THURSDAY								
INSTRUCTOR								
COURSE FRIDAY								
INSTRUCTOR								
COURSE SATURDAY								
INSTRUCTOR								

NAME _____ TELEPHONE _____

ADDRESS _____

SCHOOL _____ CLASS _____

No. 485

CHINO VALLEY RY.
42" GAUGE. LINE- 10 MILES.
1-Loco. 1-Passenger Car. (POOR'S-1889)

Built for Chino Ranch. From Chino NW 3½ Miles, then N 2 Miles to Ontario & on to Harrington, Total- 10 Miles.
Richard Gird- Owner. H.B.Martin- Engr.
Loco- CVRY-"CHINO"- H.K.Porter-891. 2-4-2T.
From Porter Catalog-1889:- 10 Miles, 25 lb. Rail, Shortest Curve- 249' Radius. Loco- 8"x 12"-42"-G.

From Rollin Thompson: Richard Gird- arrived in California- 1881, after Prospecting in Arizona & Surveying for the Govt. Bought Rancho de Santa Ana del Chino & other acreage- Total 47,000 Acres. Sub-divided 23,000 Acres into 10-Acre Farms, laid out Chino, one mile square. Started Railroad, Nov. 1887. Oxnard Bros. built Sugar Factory.
RR. Capitol- $ 200,000.- Private Subscription.
Directors- Richard Gird, John Wasson, H.B.Martin, C.A.Carpenter, Frank C. Evans.

Newspaper Notes: (R.Thompson)
Ontario Land Co-Gave right-of-way in Avenue bet. trees, was to pay for 1 mile of road.
(L.A.Times-Oct.10,1887)
36 Cars- Rails & Ties- arrived Nov.4,1887.
(Tribune-Nov.5,1887)
Ties being laid and road graded.
(Champion-Nov.11,1887)
Finished to Chino- Mch.23,1888.
(Champion-Jan.13, Feb.3, Mch.2 & 23)
Completed to Harrington Station-April 27,1888.
(Champion of same date)

Wendell Easton of S.F. and George Easton of L.A. became owners in early 1890's.

Still operating in 1898.

SAN DIEGO-
REFERENCES-

CHINO VALLEY RY.

4½" GAUGE. LINE- 10 MILES.

1-Loco. 1-Passenger Car. (POCR's-1889)

Built for Chino Ranch. From Chino NW 3½ Miles,
then N 2 Miles to Ontario & on to Harrington,
Total- 10 Miles.
Richard Gird- Owner. H.B.Martin- Engr.
Loco- CVRY-"CHINO"- H.K.Porter-8912. 2-4-2T.
From Porter Catalog-1889;- 10 Miles, 25 lb. Rail.
Shortest Curve- 294' Radius. Loco- 8"x 12"-4-2T-G.

From Rollin Thompson: Richard Gird- arrived in
California- 1881, after Prospecting in Arizona &
Surveying for the Govt. Bought Rancho de Santa
Ana del Chino & other acreage- Total 47,000 Acres
Sub-divided 23,000 Acres into 10-Acre Farms, laid
out Chino, one mile square. Started Railroad, Nov.
1887. Oxnard Bros. built Sugar Factory.
$$. Capitol- $ 200,000.- Private Subscription.
Directors- Richard Gird, John Wesson, H.B.Martin,
O.A.Carpenter, Frank C. Evans.

Newspaper Notes: (R.Thompson)
Ontario Land Co-Gave right-of-way in Avenue bet.
trees, was to pay for 1 mile of road.
(L.A.Times-Oct.10,1887)
36 Cars- Rails & Ties- arrived Nov.4,1887.
(Tribune-Nov.5,1887)
Ties being laid and road graded.
(Champion-Nov.11,1887)
Finished to Chino- Mch.23,1888.
(Champion-Jan.13, Feb.3, Mch.2 & 23)
Completed to Harrington Station-April 27,1888.
(Champion of same date)

Wendell Easton of S.P. and George Easton of L.A.
became owners in early 1890's.

Still operating in 1898.

SOUTHERN CALIFORNIA MOTOR ROAD CO.
4'-8½" GAUGE. LINE-32 Miles. RAIL-40 lbs.
5-Steam Motors. 13-Cars. 7-Mules.
S.Merrill-Pres. R.W.Button-Supt. (Poor's-1889)

OPEN: San Bernardino to Colton- Nov.5,1887.
Riverside Line- Nov.1,1888.

LOCOMOTIVES: (Coal Burning)

5-BLW-9150,	1887.	0-4-2T.	35"-10"x 14".	15 Tons.
10- " -9343,	1888.	" .	" " "	" "
15- " -9743,	1889.	2-4-2T.	41"-12"x 18".	20 " .
20- " - ,	1882.	0-4-2T.	36"-12"x 16".	40,400.
21- " - ,	1882.	" .	" " "	"
22- " - ,	1882.	" .	38"-12"x 16".	38,180.

Sold to SOUTHERN PACIFIC- 1898.

SAN BERNARDINO & REDLANDS RY. (Subsidery-SCMR)
36" GAUGE.
OPEN- S.B. to Redlands- Aug.17,1888.

LOCOMOTIVES:
1-Ricks & Firth,SF-1887. 2-4-2. 35"-10"x 14"
32,650 Lbs.
2ND.#1-BLW-9746, 1889. 0-4-2T. 35"-10"x 14".
(1st#1 destroyed by Fire) 20 Tons.

Sold to SOUTHERN PACIFIC- March, 1892.

From RR.GAZETTE- June 14,1888. Vol-20, Page-400.
"Car on SCMR a beauty. 36' long. First a 10' Smoking Section, next a 13' open section, the rest closed. Seats-70. End & side steps. Vacuum brakes."

From H.K.PORTER Catalog- 1889. "S.C.Motor Road, 36" Gauge, 3½ Miles. 0-4-0T Dummy, 6"x 10".

SAN DIEGO - ...

REFERENCES-

SOUTHERN CALIFORNIA MOTOR ROAD CO.
4'-8½" GAUGE. LINE-32 Miles. RAIL-40 lbs.
5-Steam Motors. 13-Cars. 7-Mules.
6.Merrill-Pres. R.W.Button-Supt. (Poor's-1889)

OPEN: San Bernardino to Colton- Nov.5,1887.
Riverside Line- Nov.1,1888.
LOCOMOTIVES: (Coal Burning)
5-BLW-9150, 1887. 0-4-2T. 35"-10"x 14". 15 Tons.
10- " -9343, 1888. " " " " " 20 " .
15- " -9743, 1889. 2-4-2T. 41"-12"x 18". 20 " .
20- " - , 1882. 0-4-2T. 36"-12"x 16". 40,400.
21- " - , 1882. " " " " "
22- " - , 1882. " " 38"-12"x 16". 38,180.

Sold to SOUTHERN PACIFIC- 1898.

SAN BERNARDINO & REDLANDS RY. (Subsidery-SCMR)
36" GAUGE.
OPEN- S.B. to Redlands- Aug.17,1888.

LOCOMOTIVES:
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10' Smoking Section, next a 13' open section,
the rest closed. Seats-70. End & side steps.
Vacuum brakes."

From H.K.PORTER Catalog- 1889. "S.G.Motor Road,
36" Gauge, 3½ Miles. 0-4-0T Dummy, 6"x 10".

MONROVIA STREET RY.CO.
LINE-1 Mile.
2-Cars.
4-Horses.
W.A.Pile-Pres. (Poor's-1889-90)

MYRTLE AVENUE RY.CO. (Monrovia) -Inc.May 4,1887.

SAN DIEGO-

REFERENCES-

POMONA.

POMONA STREET RR.CO.
4'-8½"-Gauge.
LINE-4 Miles. (On 2nd.St. from Rebecca, east to Garvey and north to S.B.& L.A. depot.)
1-Dummy Locomotive.(Oil, Sam DeLapp-Inventor.)
(4-2-0)T- (Poor's-1890)

POMONA STREET RY.
LINE-2.56 Miles.
1-Steam Car.
Office-Pomona. (Poor's-1904)

PSRR- Inc.-Mch.28,1887. Completed-Mch.26,1888.
Sold to S.P.- 1895. Pacific Electric-1907.

ORANGE GROVE STREET RY.CO. (Pomona)
42"-Gauge. 16 lb.T-Rail.
LINE-4 Miles.
3-Cars.
9-Horses. (Poor's-1890)
Franchise forfeited, road ordered sold-Apr.1896.

SAN ANTONIO & HOLT AVENUE RR.CO. (Pomona)
42"-Gauge. 16 lb.-Rail.
LINE-2.23 Miles.
3-Cars.
6-Mules.
H.Eno-Pres. F.G.Haley-Supt. (Poor's-1889-90)

STREET RYS-
SAN DIEGO-
REFERENCES-

REDLANDS STREET RY.CO. -(Opened in 1888)
4'-4"-Gauge. 16-20 lb.-Rail.
LINE-3 Miles.
2-Cars.
8-Horses. (Poor's-1889-90)
R.J.Waters-Pres.
H.S.Sloan-Sec.-Supt.

4'-2½"-Gauge. 20 lb.-Rail.
LINE-2½ Miles.
1-Open Car.
7-Mules. (Poor's-1896)

4'-8½"-Gauge. 45-50-56 lb.-Rail.
LINE-7.71 Miles. -Electrified-Dec.10,1899.
5-Cars.
2-Other Vehicles. (Poor's-1902)
Power purchased from Redlands Elec.Light & Pr.Co.

Acquired-June 6,1903-by:-
THE SAN BERNARDINO VALLEY TRACTION CO.

CITY RAILWAY CO. (San Bernardino)Open-April,1886.
LINE-2¾ Miles. Sidings-¾ Mile.
10-Cars.
27-Horses. (Poor's-1890)
C.E.Payne-Pres.
H.L.Drew-Supt. (1889)

COLTON & SAN BERNARDINO RY.-Opened-July 1,1888.
4'-8½"-Gauge. 15 lb.-Rail.
LINE-3½ Miles.
2-Cars.
6-Horses. (Poor's-1890)
(Listed in 1889 as having 1-Connolly Gas Motor,
Office-Colton. F.M.Clark-Pres. F.D.French-Mgr.)

STREET RYS. SAN DIEGO - ETC.
REFERENCES-

RIVERSIDE & ARLINGTON STREET RY.CO. -Chtd-
4'-8½"-Gauge. 16 lb.-Rail. Aug.18,1887.
LINE:-Riverside to Arlington- 10-Miles.
6-Electric Motor Cars. ?
4-Cars.
16-Mules.
Opened-Oct.7,1889.
Office-Riverside.
S.C.Evans-Pres. G.O.Newman-Supt. (Poor's-1889)

CONDITION- 1896:- (Poor's-1896)
LINE:-12 Miles. 16-20 lb.-Rail.
3-Closed Cars.
3-Open Cars.
20-Mules.

Absorbed-(Prior to 1896):-
RIVERSIDE CITY RY. -(8th.St.Line.)
HALL ADDITION RY.

CONDITION- 1902:- (Poor's-1902)
LINE:-9 Miles. 50 lb.-Rail.
4-Motor Cars.
4-Trailors.
Rebuilt and opened as electric-April 10,1899.
Controlled by:- PACIFIC ELECTRIC RY.

CONDITION- 1906:- (Poor's-1906)
TRACK-10 Miles. 40 lb.T-Rail.
9-Motor Cars.
3-Trailors.
Office-Riverside.
Geo.Frost-Pres.

LAKE SHORE ELECTRIC RY.
4'-8½"-Gauge. 35 lb.-Rail.
LINE- 30 Miles. 12-Cars.
Office-Elsinore.
D.G.Dexter-Pres. (Poor's-1889-90)

SAN DIEGO - MISC.

REFERENCES-

ONTARIO & SAN ANTONIO HEIGHTS RY.CO. -Org.-
4'-8½"-Gauge. 30 lb.-Rail. Sept.8,1888.
LINE-As in title-8½ Miles.(Includes sidings-.17)
(Horses ride on down-grade return trip)
2-Horse Cars.(St.Louis Car Co. Seat-16)
4-Horses. (1890)
Opened-Nov.1,1889.
Office-Ontario.
C.E.Harwood-Pres. (1889)

Originally planned use of Julian Storage Battery Cars.

Feb.15,1895-Ontario Electric Co. authorized to equipt the road with electricity.
2-Motor Cars.
2-Trailors. (Poor's-1896)

CONDITION-1906:-Track-8.7 Miles.
3-Motor Cars.
2-Trailors.
Office-Los Angeles.
W.G.Kerckhoff-Pres.

Acquired by PACIFIC LIGHT & POWER CO-1903,which is controlled by LOS ANGELES RAILWAY.

STREET RYS-
SAN DIEGO-ALL

REFERENCES-

SAN BERNARDINO VALLEY TRACTION CO.
4'-8½"-Gauge. 45 lb.Rail.
LINE-7½ Miles. To be extended to Redlands to connect with Redlands Street Ry.
3-Motor Cars.
1-Power House.
Opened Feb.10,1902. (Poor's-1902)

Succeeded by:-
THE SAN BERNARDINO VALLEY TRACTION CO.-Org.
Consolidation-June 6,1903-of:- June 2,1903.
SAN BERNARDINO VALLEY TRACTION CO.
REDLANDS STREET RY.CO.
SAN BERNARDINO & HIGHLANDS ELECTRIC RY.CO.

CONDITION-1904:-
LINE-30.42 Miles. Track-30.93 Miles. 40-60 lb.
15-Motor Cars.
4-Other Cars.
1-Vehicle.
Power purchased from Edison Electric Co.
Operates between-San Bernardino-Redlands-Colton and Highlands.
Net Earnings-1903-$38,778.
Henry Fisher-Pres.

CONDITION-1906:-
LINE-31.42 Miles. Track-39.93 Miles.
17-Motor Cars.
4-Other Cars.
1-Vehicle.
A.C.Denman,Jr.-Pres.

REDLANDS CENTRAL RY.
4'-8½"-Gauge. Track-2½ Miles.
2-Cars.
Projected to Riverside.
Office-Redlands.
H.E.Huntington-Pres. (1909)

STREET RYS.-
SAN DIEGO-
REFERENCES-

SAN BERNARDINO, ARROWHEAD & WATERMAN RY.
~~36"~~-Gauge. 42"- Built-1887.
LINE: 5½ Miles.
2-Cars.
2-Mules. (Poor's-1896,-Incorrect for 1896)

Projected: From San Bernardino to Gov.Waterman's Ranch, Via: Harlem Springs, Highland, and Arrowhead Hot Springs. Was only built as far as Highland- 8 miles. Was operated at a loss and suspended operations in 1892. Had operated as a steam road and possessed one locomotive.

Acquired by: O.H. & Walter Kohl -Nov.27,1895.
Reorganized as:
HIGHLAND RAILROAD.
40 lb. Rail. LINE- 8 Miles.
2-Locomotives.
4-Coaches.
1-Comb-Pass. Car.
2-Flat Cars. (Walter Kohl)
O.H.Kohl-Pres. J.Andreson,Jr.-VP.
Walter Kohl-Sec.-GM.

Operated over S.P. (San Bernardino & Redlands Ry) track from junction in San Bernardino to the Southern Pacific Depot. DIFFERENT GAUGE

Acquired by-April,1903, Consolidated-June 6,1903:
THE SAN BERNARDINO VALLEY TRACTION CO.
(Opened-Feb.10,1902- Std.Gauge-7½ Miles.
3-Motor Cars- 1-Power House- Proj-S.B.to Redlands)

Locomotives- HIGHLAND RR.
1-"Betsy"-Ricks & Firth-1887. 0-4-2.TEx.SBA&WRY.
30"-11"x 14"- 28,000 lbs. Converted to oil.
2-"Pepperbox"- 0-2-2.T Bought from Redondo Ry-1897.
Upright Boiler, 2 Vertical Cylinders- 6"x 8".
Geared 2-to-1 to front axle, no side rods.

(When purchased, Sept.-1897- had cast iron gears, which gave out on first trip, were replaced with cast-steel. Also section added to make submerged-flue boiler and new oil-burner replaced old, unsatisfactory one. -Walter Kohl)

SAN DIEGO - ...

REFERENCES

SAN BERNARDINO, ARROWHEAD & WATERMAN RY.
36"-Gauge. Built-1887.
LINE: 5½ Miles.
2-Cars.
2-Mules. (Poor's-1896,-Incorrect for 1896)

Projected: From San Bernardino to Gov.Waterman's Ranch, Via: Harlem Springs, Highland, and Arrowhead Hot Springs. Was only built as far as Highland- 8 miles. Was operated at a loss and suspended operations in 1892. Had operated as a steam road and possessed one locomotive.

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(When purchased, Sept.-1897- had cast iron gears, which gave out on first trip, were replaced with cast-steel. Also section added to make submerged-flue boiler and new oil-burner replaced old, unsatisfactory one. -Walter Kohl)

SANTA ANA, FAIRVIEW & PACIFIC RR.CO. -Inc.-
(SANTA ANA VALLEY & PACIFIC RR.CO.)
Narrow Gauge. South from Santa Ana.
LINE: Santa Ana to Fairview.(Talbert)
OPEN: June 30,1888. Big Celebration-July 2,1888.
Was projected to Newport.

ANAHEIM, OLINDA & POMONA RR.CO.
(Graded-Anaheim to Carlton-June 18,1888, Work suspended-Jan.1,1889, apparently abandoned)

ANAHEIM STREET RY.CO. -Inc.-Feb.1,1887.
LINE: 1½ Miles.
2-Cars. 4-Horses.
T.Rinepau-Pres.
R.Melrose-Sec.-Supt. (Poor's-1889-90)

ORANGE, McPHERSON & EL MODENA ST.RY.
(Alleged operation-Steam Dummy-Jan.1,1889)
Was Owned by: -

SANTA ANA, ORANGE & TUSTIN ST.RY.CO.
42"-Gauge. 16-25 lb.Rail. LINE: 10 Miles.
6-Cars, 10-Horses, 6-Mules. (Poor's-1896)
OPENED: -To Tustin- Nov.23,1886.
-To Orange- 1887.
Office-419 No.Main St., Santa Ana.
M.J.Bundy-Pres.& Supt. (1889)

BOTHWELL HAS OPEN CAR LINE EARLY MAIN ST.

Some of Track torn up, rest sold to:
SANTA ANA & ORANGE MOTOR RY. -Chtd.-Dec.-1896.
42"-Gauge. 25 lb.Rail.
LINE: Santa Ana to Orange- 5½ Miles.
OPEN: 1898.
2-Steam Cars.
2-Trail Cars.
F.P.Nickey-Pres. (Poor's-1901)

Acquired by: LOS ANGELES INTERURBAN RY.

SAN DIEGO-

REFERENCES-

SANTA ANA, FAIRVIEW & PACIFIC RR.CO. -Inc.-
(SANTA ANA VALLEY & PACIFIC RR.CO.)
Narrow Gauge. South from Santa Ana.
LINE: Santa Ana to Fairview.(Talbert)
OPEN: June 20,1888. Big Celebration-July 2,1888.
Was projected to Newport.

ANAHEIM, OLINDA & POMONA RR.CO.
(Graded-Anaheim to Carlton-June 18,1888, Work
suspended-Jan.1,1889, apparently abandoned)

ANAHEIM STREET RY.CO. -Inc.-Feb.1,1887.
LINE: 1½ Miles.
2-Cars. 4-Horses.
T.Finnegan-Pres.
R.Melrose-Sec.-Supt. (Poor's-1889-90)

ORANGE, McPHERSON & EL MODENA ST.RY.
(Alleged operation-Steam Dummy-Jan.1,1889)
Was Owned by: -

SANTA ANA, ORANGE & TUSTIN ST.RY.CO.
42"-Gauge. 16-25 lb.Rail. LINE: 10 Miles.
6-Cars, 10-Horses, 6-Mules. (Poor's-1896)
OPENED: -To Tustin- Nov.25,1886.
-To Orange- 1887.
Office-419 No.Main St.,Santa Ana.
M.J.Bundy-Pres.& Supt. (1889)

Some of Track torn up, rest sold to:
SANTA ANA & ORANGE MOTOR RY. -Cntd.-Dec.-1896.
42"-Gauge. 25 lb.Rail.
LINE: Santa Ana to Orange- 5½ Miles.
OPEN: 1898.
2-Steam Cars.
2-Trail Cars.
P.P.Mickey-Pres. (Poor's-1901)

Acquired by: LOS ANGELES INTERURBAN RY.

SANTA BARBARA STREET RR.CO. -OPENED- 1876.
42"-Gauge. LINE- 1½ Miles.
3- Cars, 10- Horses.
A.W.McPhail- Pres. (Poor's-1889)

Poor's-1890:
LINE-8 Miles. 20 lb.Rail. 8- Cars, 36- Mules.

Poor's-1896:
MAIN-6 Miles, Branches-¾ Miles.6-Cars,50-Mules.

SANTA BARBARA CONSOLIDATED RY. -OPENED-Oct.1,1896
42"-Gauge. 45-55 lb.Rail. TRACK- 9½ Miles.
9-Motor Cars. 3-Trailors.

Successor to:
SANTA BARBARA CONSOLIDATED ELECTRIC CO.
SANTA BARBARA STREET RR.CO.
CITIZENS RY.CO. (Poor's-1902)

VENTURA & OJAI RY. -Inc.-1892.
2-Cars. LINE-4 Miles.
Office-Ventura. (Poor's-1896)

STREET RYS-
SAN DIEGO-

SANTA CATALINA ISLAND CO. -Avalon.
48"-Gauge. LINE-0.2 Miles.
2-Cars.
Office-Los Angeles.
Wm.Banning-Pres. (Poor's-1906)

STREET RY'S - SAN DIEGO - ETC

REFERENCES -

SANTA CATALINA ISLAND CO. -Avalon.
4 8"-Gauge. LINE-0.2 Miles.
2-Cars.
Office-Los Angeles.
Wm.Banning-Pres. (Poor'a-1906)

PROJECTED LINES.

PASADENA & WILSON'S PEAK RY. CO.
Incorporated-June 15,1887, to build line from North Pasadena to Eaton's Canyon to top of Mt. Wilson. 7-Miles. Nothing Done.

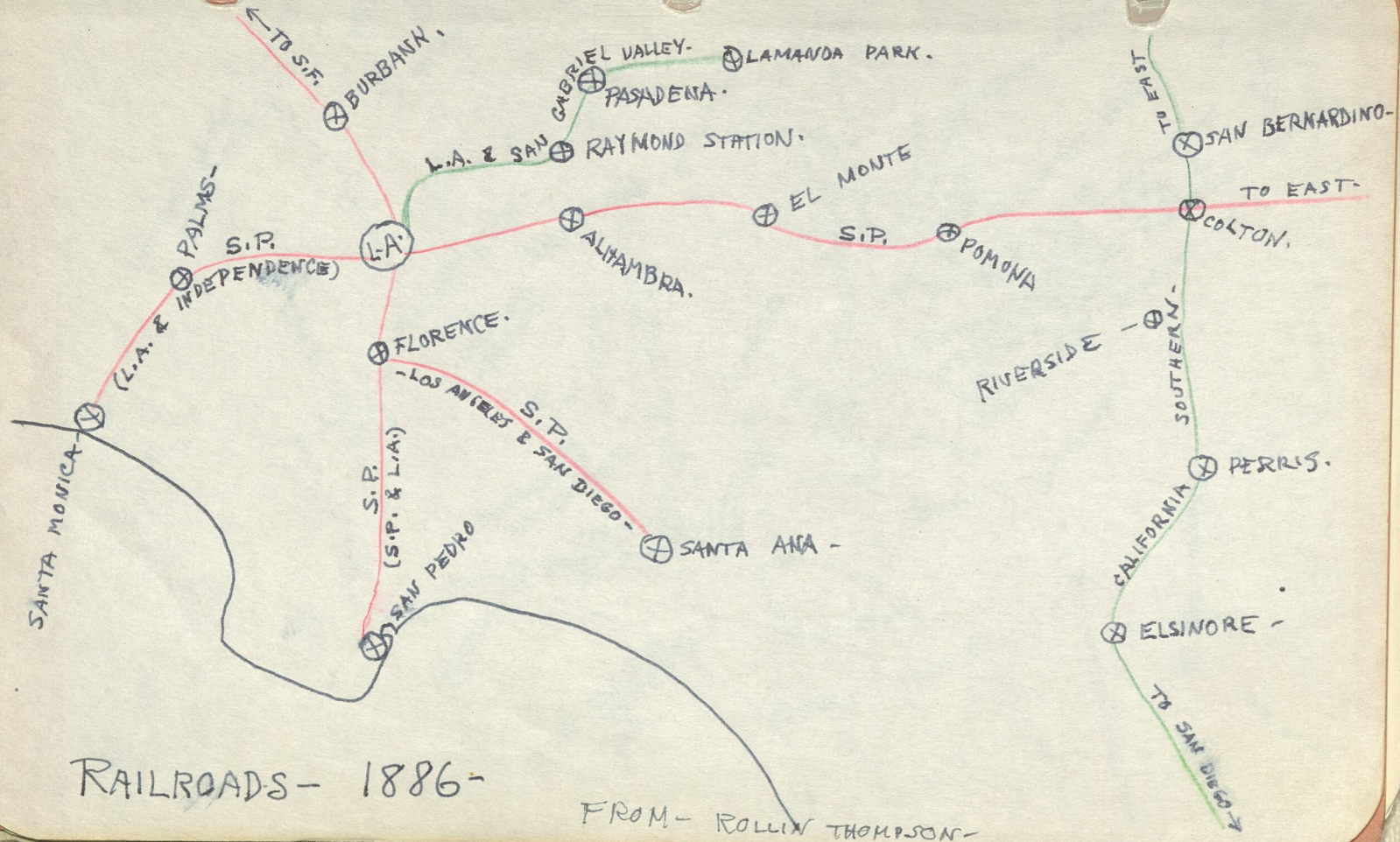
LOS ANGELES & PASADENA RY. CO. Incl-June24,1884. Narrow gauge line planned from S.P. Depot in Los Angeles via Garvanza to Fair Oaks and Colorado, Pasadena. Planned useing noisless steam dummy for power. Some grading done. Joined LA & SGV RR CO.-Sept. 1884.
(History of Pasadena-Reid- Page 430)

LOS ANGELES & PASADENA RY.CO.
Line planned from Franklin and Fort Streets in Los Angeles along Franklin, New High and Buena Vista(North Broadway), across L.A. River and to Garvanza and along the route of the Eagle Rock Valley RR. Some track work said to have been done. Privately owned by Nathan Cole, who bought the Los Angeles & Eagle Rock Valley RR from Ralph Rogers, April, 1888. Intended useing Julian Storage Battery Cars.
Bankrupt- Bought by Capt. Cross, who organized the Los Angeles, Pasadena & Glendale Ry. Co.

Have no dope on:
Burbank Street Car Co.
Gladstone St.Ry.Co.-9 mi.on Citrus Ave.
(L.A.Tribune-Apr.18,1887)
Hellman Street Car Co.
East Los Angeles & San Pedro St.Ry.

STREET RYS - SAN DIEGO - ETC

REFERENCES -



RAILROADS - 1886 -

FROM - ROLLIN THOMPSON -

REFERENCES -

SAN DIEGO

RAILROADS - 1885

RAILWAYS IN -1888-

— FROM ROLLIN THOMSON —

TO S.F.

SAN FERNANDO.

TO CHATSWORTH — S.P.

BURBANK.

HOLLYWD.

L.A. & G.

GLENDALE — L.A. & GLENDALE R.R.

EAGLE ROCK — L.A. & EAGLE ROCK VALLEY

GARVANZA

ALTADENA — ALTADENA & MICHIGAN R.R.

PASADENA

LA MANDA PARK.

MONROVIA

RAYMOND STATION.

ALHAMBRA.

ALHAMBRA & PASA. ST. RY.

S.P.

San Gabriel Valley Rapid Transit

SANTA MONICA.

PALMS.

(L.A. & I. UNDER)

S.P.

CIENEGA

FLORENCE

WHITTIER

LOS NIETOS

ROSECRANS RR.

PORT BALLONA (PLAYA DEL REY)

REDOND. BEACH.

INGLEWOOD

ROSECRANS GARDENA

S.P.

STUDEBAKER

S.P.

FULLERTON

REDONDO

THENARD (WATSON)

LONG BEACH

SAN PEDRO

ANAHEIM

CONRAD

ORANGE

EL MODENA

SANTA ANA — ORANGE & TUSTIN ST. RR.

SANTA ANA

TUSTIN

CALIF. CENTRAL

FAIRVIEW (TALBERT)

SANTA ANA — FAIRVIEW & PACIFIC

EL TORO

CALIFORNIA CENTRAL

POMONA ST. RR.

POMONA

SAN ANTONIO HEIGHTS

ONT. & S.A.H. HORSE CAR

ONTARIO

CHINO VALLEY RY.

CHINO.

S.P.

SAN BERNARDINO

S.B.E.R. RY.

COLTON

S.C.M.R.

REDLANDS

TO E

RIVERSIDE

ARLINGTON.

CALIF. CENTRAL.

CORONA.

SOUTHERN — CALIF.

PERRIS

ELSINORE.

MURRIETTA

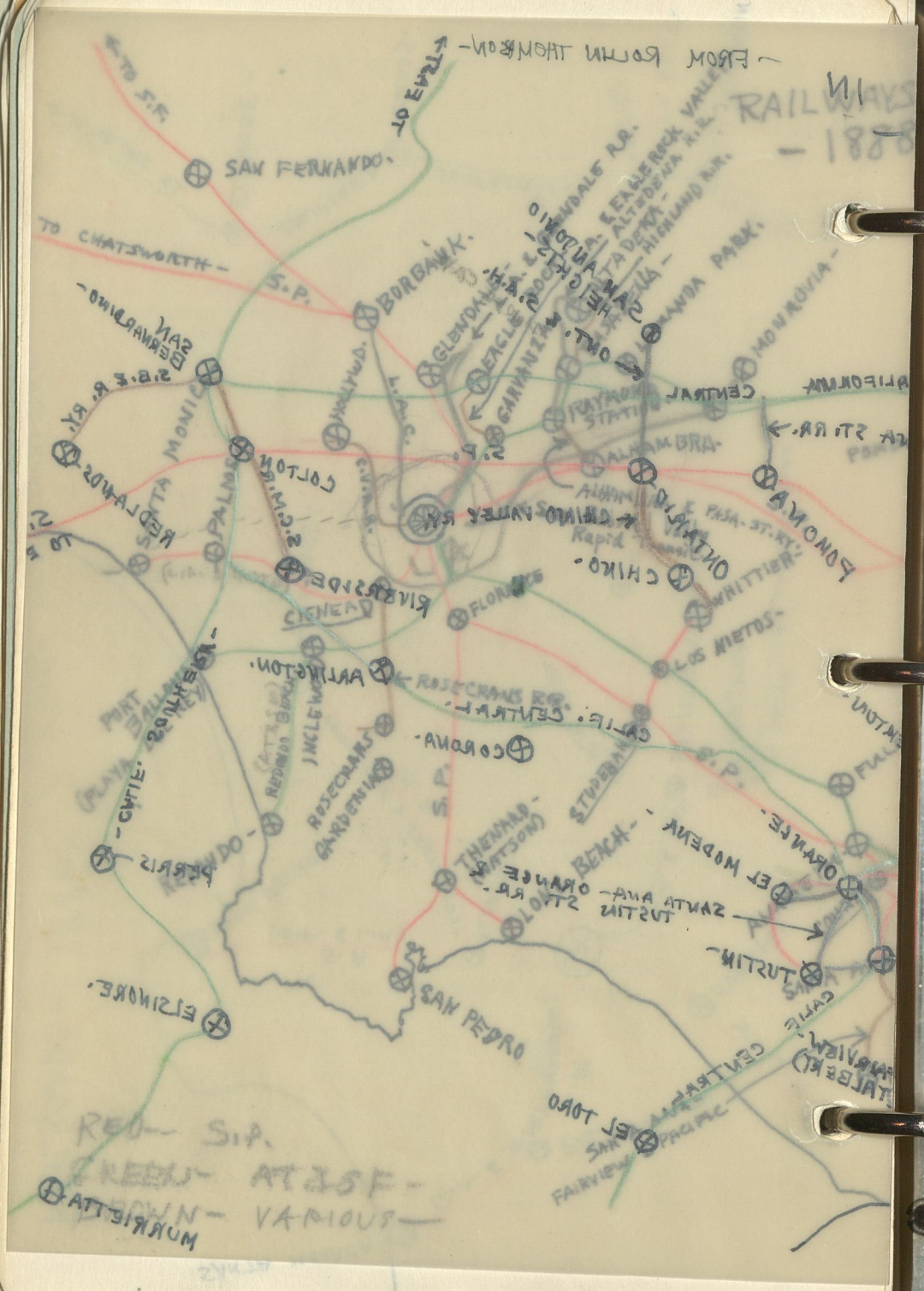
RED — S.P.

GREEN — AT&SF

BROWN — VARIOUS

STREET RYS. — SAN DIEGO — 1888

REFERENCES



RAILWAYS
- 1888
SAN FERNANDO.
TO CHATSWORTH -
S.P.
BURBANK.
GLENDALE
EAGLE ROCK VALLEY
ALTADENA R.R.
HIGHLAND R.R.
SAN ANTONIO
HEIGHTS
ONT. & S.A.H.
GARVANZA
LAMANDA PARK.
MONROVIA
CENTRAL
RAYMOND STATION
ALHAMBRA
PONONA
ONTARIO
CHINO VALLEY RY.
CHINO.
WHITTIER
LOS NIETOS
FLORENCE
RIVERSIDE
CIENEGA
ARLINGTON.
ROSECRANS RR.
CALIF. CENTRAL.
CORONA.
INGLEWOOD
ROSECRANS
GARDENIA
REDONDO
PERRIS
ELSINORE.
SAN PEDRO
THENARD
LOS BEACH
ORANGE
EL MODENA
SANTA ANA
TUSTIN
EL TORO
FAIRVIEW
PACIFIC
MURRIETTA
RED - S.P.
GREEN - AT&SF -
BROWN - VARIOUS -

REFERENCES-

STREET RYS-
SAN DIEGO - W.C.

-SAN DIEGO-

ELECTRIC RAPID TRANSIT STREET CAR CO. Org-1887.
Electric operation designed by J.C.Henry, Daft System, 4-wheel troller pulled by cable over double trolly wires. (Like Pico-Maple Ave in LA)
LINE- Out Arctic, from D St. to OldTown. (San Diego & Oldtown Electric Street Ry.)
OPENED- Nov.19,1887.
Motors withdrawn to be used on 4th.St. line from bay front to University Park- 4 miles- required by contract to open by Jan.1,1888. Climbed grades up to 9%, pulling a trailor. Soon discontinued, with collapse of the boom. Old Town line continued to use steam.

From Poor's-1889-1890:
ELECTRIC RAPID TRANSIT ST.CAR CO. (E.R.T.RR.CO)
4'-8½"-Gauge. 20-25 lb.Rail.
LINE- 4½ Miles.
8-Cars. 4-Other Vehicles.
Office-San Diego. G.D.Copeland-Pres-Supt.
Opened-Jan.1,1888.

MEXICO & SAN DIEGO RY.(SOUTH SAN DIEGO RY.CO.)
LINE-South San Diego Ferry Landing to Imperial Beach- 2 Miles. Single Track.
OPEN- April 1,1913. Organized by E.S.Babcock.
Single-truck, Edison storage battery cars used.
2- Closed Cars.
1- Open Car.
Operated at a loss- Abandoned.

SAN DIEGO STREET RY.CO.
LINE- 9 Miles.
4- Electric Cars. (Poor's-1891)

REFERENCES

SAN DIEGO STREET CAR CO. Inc.-April 26,1886.
LINES-(Horsecar)- On 5th.St. and H St. to Logan Heights- On D ST., Ferry St.,F St.,1st.St.
Barns bet. D & E Sts. & Arctic & California Sts.

Sold-Forclosure-Oct.-1891.
Consolidated in SAN DIEGO ELECTRIC RY.

From Poor's-1889:
SAN DIEGO STREET CAR CO.
4'-8½"-Gauge. 16-20-30-38 lb.Rail.
Main Line-18.4 Miles.
4-Steam Motors.
31-Cars. 4-Other Vehicles.
160-Horses.
Milton Santee-Pres.

SAN DIEGO CABLE TRAMWAY CO. (SEE NEXT PAGE)
42"-Gauge. 25-35 lb.Rail.
LINE-6 Miles. -1891-
14-Cars. (Poor's-1896)

Line from 6th. & L Sts. to C St. to 4th.St. to University Ave. & to Mission Cliff Gardens.

Sold-Forclosure-March 11,1896, to:
CITIZENS TRACTION CO.
42"-Gauge. 20-30 lb.-Z & T-Rail.
LINE-5 Miles.
10-Combination Cars- Converted from Cable to Electric, double equipments of G.E. 800 Motors.
EXCEPT- "CUYAMACA" & "MONTEZUMA"-

Sold-Forclosure-Feb.1898.
Consolidated -March 23,1898- in:
SAN DIEGO ELECTRIC RY.

(Rumor- Some of the cable cars- converted to electric- operateing in Phoenix, Ariz.)
4 of the cars were rebuilt to California-type, 2-trolley, cars by S.D.E.RY.-1903. Scrapped-1916.
-Nos- 51- 54. -S.D.E.RY. (2 USED ON BAY SHORE RR - 1915)

REFERENCES-

SAN DIEGO CABLE TRAMWAY CO.
42"-Gauge. 25-35 lb. Rail.
LINE- 6 Miles.

From article by Jerry Mc.Mullen-Westways-Feb1947.

Cars- Maroon & Gray, White Roofs-Nickel-plated Fittings. Names: Orizaba.
Las Penasquitas.
Cuyamaca.
Red Bull's eyes in front end & green in rear. El Escondido.
La Jolla.
San Juan Capistrano.
Montezuma.
San Ysidora.
Tia Juana.
Alvarado.
Point Loma.

Powerhouse- 4th. & Spruce Sts. 2-Corliss Engines. Cotton rope drive to power shaft.
Single track- with turnouts. 2- speeds, 12' winder for downtown cable- 8-mph., 16' winder for Mission Cliffs cable- 10-mph. 6,785 cast iron yokes used in track.

First car operated- "El Escondido"- 10 AM, July 3,1890- Conductor-W.C.Enneking, Gripman-J.A.C Grow. Uniforms-Gray, Conductor-Gold Buttons, Gripman-Silver Buttons.
Celebration in afternoon, with band playing on palmleaf and flower decorated "El Escondido" and official party on "San Juan Capistrano", starting from terminus at foot of 6th.St. Speech by Mayor Douglas. City Guard Band.

Winder equipment cast by Coronado Iron Works, who cast the similar parts for the Temple St. Cable line in Los Angeles.

Line closed 13 months later- forever.
End of quote.

Four of the cars rebuilt to California-type, trolly-on-each end cars by SDERY in 1903.
SDERY- 51-52-53-54. Scrapped-1916.

REFERENCES

SAN DIEGO ELECTRIC RY.CO.
Organized-Nov.30,1891, by A.B.& John Spreckels, E.S.Babcock,etc. -Acquired SAN DIEGO STREET CAR CO. (Horsecar) and converted to electric. OCT-1891
OPENED: -Sept.22,1892. (Electric Lines) FEB-1898
Acquired,forclosure sale, CITIZENS TRACTION CO.- March 23,1898. Remodeled 4 cars,retired rest.
Acquired:
CORONADO RAILROAD CO.-(Electric Lines)-7-1-'08.
SOUTH PARK & EAST SIDE RY.- 1909-
BAY SHORE RR.-1924.
POINT LOMA RY.CO.
SAN DIEGO & SOUTHEASTERN-(Elec.Lines)-1917.

San Diego Street Car Co. barn was between D & E and Arctic & California Sts.(Along AT&SF) First powerhouse was built on northeast corner of California & E Sts. 2-Corliss Engines,

From Poor's-1893:
SAN DIEGO ELECTRIC RY.
4'-8½"-Gauge. 30-40-52½ lb.Rail.
LINES- Electric- 15 Miles.
Horse- 5 " .
10-Electric Motor Cars.
30-Horse Cars.
1-Power Station. 1-250hp.Corliss Engine.

Poor's-1904:
19-Electric Cars. 18-Miles Track.

Poor's-1909:
47-Cars. 4-Serv.Cars. Line-27.7 Miles. 2nd.
1-Power Station, 6-Engines. Track-10.1 Mi.

REFERENCES

SAN DIEGO & OLDTOWN STREET RY.CO.
4'-8½"-Gauge. 35 lb.Rail. MAIN LINE- 4 Miles.
8-Cars. 19-Horses.

Merged into: -June, 1888-
SAN DIEGO,OLDTOWN & PACIFIC BEACH RR.CO.
Chartered-April 26,1888. MAIN LINE-11 Miles.
3-Locomotives.
8-Passenger Cars, 1-Baggage.
3-Freight, 1-Other Cars.
A.G.Gassen-Pres.
Completed-1888. Cost $165,000. (Poor's-1889)

Included in: -Inc.-April, 1894-
SAN DIEGO,PACIFIC BEACH & LA JOLLA RY.
(Not consolidated, but operated as one line,
LINE: -same stockholders)
San Diego to La Jolla- 13.54 Miles.
Total track- 15.03 " .
2-Locomotives.
6-Passenger Cars, 2-Combinations.
1-Box, 6-Flat Cars.
G.E.Babcock-Pres.
E.A.Hornbeck-GM. (Poor's-1902-06)

Succeeded by: -April 1,1906-
LOS ANGELES & SAN DIEGO BEACH RY.
3-Locomotives.
1-Gasoline Motor Car.
8-Passenger, 2-Combination.
4-Box, 43-Flat Cars.
E.S.Babcock-Pres.
E.A.Hornbeck-Supt.

Planned electric to Los Angeles. Built electric from Arctic, over C, 6th., L and along Santa Fe tracks to the Cuyamaca Depot, 10th.St. Small gasoline-engined power house at India & C Sts.

ABANDONED- 1919- Tracks removed. (SDE built elec line to La Jolla, useing small part of old right of way- Open-July 1,1924,Abandoned-Sept.16,1940.)

REFERENCES-

SAN DIEGO & OILTOWN STREET RY.CO.
4'-8½"-Gauge. 35 lb.Rail. MAIN LINE- 4 Miles.
8-Cars. 19-Horses.

Merged into: -June, 1888-
SAN DIEGO,OILTOWN & PACIFIC BEACH RR.CO.
Chartered-April 26,1888. MAIN LINE-11 Miles.
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8-Passenger Cars, 1-Baggage.
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Total track- 15.03 " .
2-Locomotives.
6-Passenger Cars, 2-Combinations.
1-Box, 6-Flat Cars.
G.E.Babcock-Pres.
E.A.Hornbeck-Gen. (Poor's-1902-06)

Succeeded by: -April 1,1906-
LOS ANGELES & SAN DIEGO BEACH RY.
3-Locomotives.
1-Gasoline Motor Car.
8-Passenger, 2-Combination.
4-Box, 4-Flat Cars.
H.S.Babcock-Pres.
E.A.Hornbeck-Supt.

Planned electric to Los Angeles. Built electric
from Arctic, over G, 6th., L and along Santa Fe
tracks to the Cuyamaca Depot, 10th.St. Small
gasoline-engined power house at Imdia & G Sts.

ABANDONED- 1919- Tracks removed. (SDE built also
line to La Jolla, using small part of old right
of way- Open-July 1,1924,Abandoned-Sept.16,1940.)

LOS ANGELES & SAN DIEGO BEACH RY.

Electric Cars- purchased from SDE- 1906:

3- 4-Wheel-Calif.-23'-8"-1892. Ex-SDE 7.
"- " -Closed- 27' - " . Ex-SDE 10.
"- " -Open-
8-Wheel-Comb-

REFERENCES-

LOS ANGELES & SAN DIEGO BEACH RY.

Electric cars, purchased from SDE- 1906:

3- 4-Wheel-Cafe.-23'-8"-1892. Ex-SDE 7.
"- " -Closed- 27' - " . Ex-SDE 10.
"- " -Open-
8-Wheel-Comb-

STEAM MOTOR LINES-SAN DIEGO-1888.

National City & Otay Ry. Co.-	-40 miles.
Coronado Ry.	- 1½ "
Coronado Belt Ry.	-21¼
San Diego, Old Town & Pacific Beach. (Reached La Jolla-1889)	-12
City & University Heights Ry.	-
Pacific Coast Steam Ship Co.	- 0.33
Ocean Beach Ry.	- 3½
Roseville & Oldtown Ry.	- 1
La Jolla Park Ry.	-

OPENING DATES:

-CALIF SOUTHERN-Barstow to National City- 210.61 Miles- Sept.18,1883.

-CALIF CENTRAL- (LA&SMRR)- From LA Depot- down r River to City Limits & west to Ballona & Port Ballona- (Playa Del Rey)-Aug.-1887. To Englewood- July 31,1887.

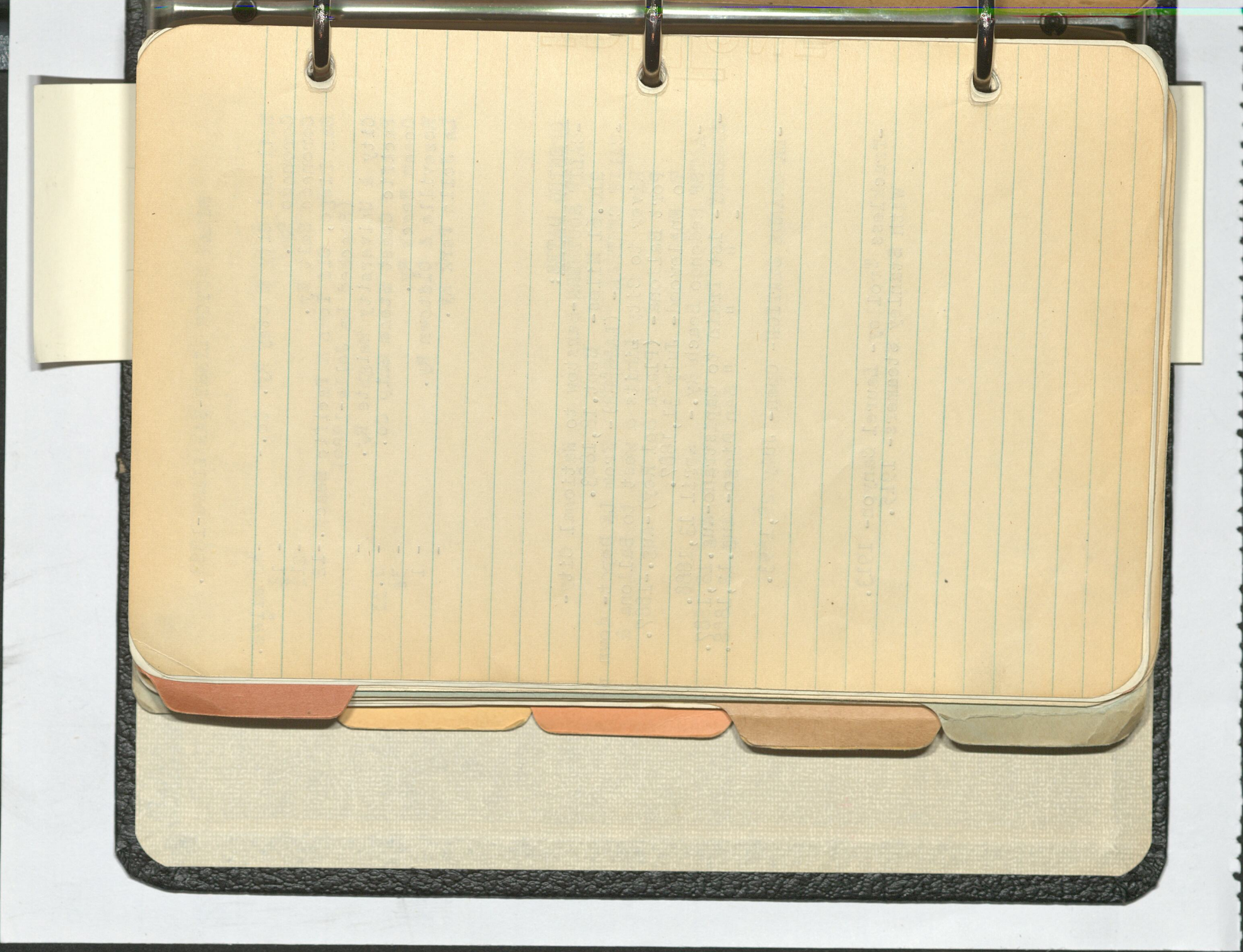
-A&TSF Redondo Beach Ry.- April 13,1888.

-SB&SDRY- 1st Train to Capistrano-Aug.18,1887.
- " " " San Diego- Aug.12,1888.

-LA GRANDE STATION- Open- July 28,1893.

-Trackless Trolley- Laurel Canyon- 1913.
With Stanley Steamers- 1915.

REFERENCES-



/1909.

POINT LOMA RY.CO. Org. by D.C.Collier & Spreckels
4'-8½"-Gauge.
LINE:-India & Winder Sts. to Ocean Beach, used SDE tracks in downtown San Diego.
3-Interurban Cars. (108-110) -in 1909.
Owned by J.D.Spreckels.
Abandoned- 1938 to 1940. (Sept.16,1940)

BAY SHORE RR.
OPEN-1915. Taken over by SDERY-1924.
Built to connect Mission Beach with Point Loma Ry. at Ocean Beach.

Power purchased from SDERY. Bought 2 cars from SDERY:- 51-Class (Ex-Cable) -2-Truck California.
When taken over by SDERY, its right-of-way was used as part of high-speed line to Ocean Beach, Mission Beach and La Jolla, combined with line of Pt.LomaRy.(50 MU Steel Cars used-New-1923)

SOUTH PARK & EAST SIDE RY. (Electric)
4'-8½"-Gauge.
LINE- 2½ Miles.
4-Cars. Power rented.
Successor to Bartlett Estate Co. (Poor's-1909)
LINE-From Arctic over F St. to 25th.,to B, to 28th.,to beech, to 30th.,to Cedar St.(#2 Line approx)
CARS: 1- 27'- One Mc.Guire Truck.
2- " - " Brill " .
10- 34'- Two " Trucks.
11- " - " " " .
(Given as S.D.E. 2 NO - 12 & 11 - 23'-8" - LONG.)
Acquired by SAN DIEGO ELECTRIC RY. - 1909.

REFERENCES-

SAN DIEGO, CUYAMACA & EASTERN RY. Inc-Mch.6,1888.
OPENED: San Diego to Lakeside- April 1,1889.
-to Foster- Feb.13,1890.
LINE:- San Diego to Foster- 25.37 Miles.
Total Track- 27.59 " .
4'-8½"-Gauge. 52-56-60 lb.Rail.
2-Locomotives.
5-Passenger Cars.
6-Box Cars. 28-Flat Cars. (Poor's-1896)

J.W.Waterman-Pres. E.S Babcock-Pres.
A.E.Kinney-Supt. (1892) E.A.Hornbeck-G.M.(1906)

Was consolidated with SAN DIEGO SOUTHERN RY in 1912, to form:-
SAN DIEGO & SOUTHEASTERN RY. -Inc.March 2,1912.
LINES:- San Diego to Foster- 25.29 Miles.
San Diego to Tia Juana- 18.13 " .
Sweetwater Jcn. to La Presa- 7.86 " .
Coronado Ferry Landing to
San Diego, via National City- 20.97 " .
Branches- 1.22 " .
Total- 73.47 Miles.
Sidings- 20.57 " .
13-Locomotives.
30-Passenger Cars.
280-Freight Cars.
2-Wreckers. (1916)

REFERENCES

CORONADO RAILROAD CO. Chtd.-April 7,1886.
4'-8½"-Gauge. 30-45 lb.Rail.
MAIN LINE: San Diego to Coronado, via South San Diego, Chula Vista, Natl.City- 21½ Mi.
BRANCH: Ferry Landing to Coronado Hotel- 1¾ Mi.
Branch Built- 1887. Total- 23¼ Mi.
Main Line- 1888.
9- Locomotives.
15-Passenger Cars.
20-Freight Cars.
Office- Coronado.
E.S.Babcock,Jr.-Pres.
J.Fitzgerald-Supt. (Poor's-1890)

Condition 1896: (Poor's)
LINES: -Steam- 31.07 Miles.
-Electric- 1.44 " .
9-Locomotives.
16-Passenger Cars.
43-Freight Cars.
2- Electric Motor Cars.
2- Trailors.

Condition 1906: (Poor's)
LINES:
Ferry to Coronado Hotel-(Electric)- 1.44 Miles.
Coronado to San Diego-(Steam)- 20.26 " .
Branches- 5.5 " .
Total Lines- 27.2 " .
7-Locomotives. Total Track- 32.8 " .
19-Passenger Cars.
2-Baggage,etc.
32-Flat. 8-Coal. 3-Tank Cars.
Office- San Diego.
J.D.Spreckels-Pres.
B.M.Warner-Supt.
Power from San Diego Electric Ry.Co. by Cable under the bay.

Ferry Branch Electrified-
Branch acquired by S.D.E.Ry.Co.- JUNE-30, 1908, rest by:
SAN DIEGO SOUTHERN RY. -1908.
Steam lines consolidated in:
SAN DIEGO & SOUTHEASTERN RY.- 1912.
SAN DIEGO & ARIZONA EASTERN- 1917.

REFERENCES-

CORONADO RAILROAD CO. Chtd.-April 7,1886.

4'-8½"-Gauge. 30-45 lb.Rail.

MAIN LINE: San Diego to Coronado, via South
San Diego, Chula Vista, Natl.City- 21¾ Mi.
BRANCH: Ferry Landing to Coronado Hotel- 1¾ Mi.
Branch Built- 1887. Total- 23½ Mi.
Main Line- 1888.

9- Locomotives.
15-Passenger Cars.
20-Freight Cars.
Office- Coronado.
H.S.Babcock,Jr.-Pres.
J.Pitzgerald-Supt. (Poor's-1890)

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9-Locomotives.
16-Passenger Cars.
43-Freight Cars.
2- Electric Motor Cars.
2- Trailers.

Condition 1906: (Poor's)
LINES:
Ferry to Coronado Hotel-(Electric)- 1.44 Miles.
Coronado to San Diego-(Steam)- 20.26 " .
Branches- 5.5 " .
Total Lines- 27.2 " .
7-Locomotives. Total Track- 32.8 " .
19-Passenger Cars.
2-Baggage,etc.
32-Flat. 8-Coal. 3-Tank Cars.
Office- San Diego.
J.D.Spreckels-Pres.
B.M.Warner-Supt.
Power from San Diego Electric Ry.Co. by Cable
under the bay.

Ferry Branch Electrified- (June-30)
Branch acquired by S.D.E.Ry.Co.- 1908, read by:
SAN DIEGO SOUTHERN RY. -1908.
Steam Lines consolidated in:
SAN DIEGO & SOUTHEASTERN RY.- 1912.
SAN DIEGO & ARIZONA EASTERN- 1917.

NATIONAL CITY & OTAY RY.CO. -Inc.Dec.26,1886.
Built in 1887 and 1888. Consolidated with OTAY RY.CO.-Oct.12,1888.
OPENED- May 20,1888. Depot,San Diego-5th.& L.
LINES: San Diego to Oneonta- 16.29 Miles.
(1888) Sweetwater Jcn.to La Presa- 7.83 -" .
Tia Juana Jcn.to Tia Juana- 4.46 -" .
Harrison Ave. Line- 1.65 -" .
Total- 30.23 Miles.
Sidings- 1.83 -" .
4'-8½"-Gauge. 40 lb.Steel Rail.
7-Locomotives.
10-Passenger Cars.
30-Freight Cars.
Offices- Boston & National City.
Benj.Kimball-Pres.
Wm.G.Dickenson-V.P. (Poor's-1889)

Line-from San Diego to Otay- 13.3 Miles, was converted to electric operation- 1907. Renamed:- SAN DIEGO SOUTHERN RY. San Diego Electric Ry. tracks were used in San Diego, also supplied the electric power.

Was combined with SAN DIEGO CUYAMACA & EASTERN in 1912- Name changed to:-
SAN DIEGO & SOUTHEASTERN RY.

Electric trackage was taken over by SAN DIEGO ELECTRIC RY. and steam trackage by SAN DIEGO & ARIZONA EASTERN in 1917.

Otay line washed out- 1916. Not rebuilt.
Chula Vista line abandoned-1927.
National City line abandoned-1930. (Busses)

REFERENCES-

NATIONAL CITY & OTAY RR.-From Poor's-1896.

LINES:San Diego to Tia Juana-

6-Locomotives.
7-Passenger Cars.
3-Baggage,etc.
4-Box Cars.
31-Flat Cars.
Operating at a loss.

PACIFIC COAST STEAM SHIP CO. at SAN DIEGO.

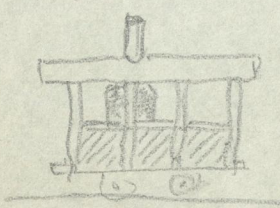
Dummy Line on Pier- 5th. & L Streets.
LINE- 1/3 Mile. 4'-8½". Freight & Passenger.

DUMMIES-
3 "SENATOR PERKINS" - 1888 -
1. "CAPTAIN GOODALL"
2 "Wm.McKINLEY" All 0-4-0T.
In Service- June, 1882. Built by National Iron Works, San Francisco.

LOCOS-
2ND - 1- "San Diego". 0-4-0T- (Saddletank)
2ND - 2- " " -ALCO-

PASSENGER CARS-
1 Odd Style open Car.
2 Standard Type open Cars.

4-Wheel Flat Cars.



PAINTED GREEN (LIGHT- WEATHERED)

RBJ SAW AT PCSS DEPOT — ABOUT 1894 -

DUMMY- OR- COULD HAVE BEEN BOILER TO SUPPLY STEAM FOR SHIP LOADERS ?

REFERENCES -

REFERENCES

SUPREME
CLASS SCHEDULE

PERIOD TIME	FIRST	SECOND	THIRD	FOURTH	FIFTH	SIXTH	SEVENTH	EIGHTH
COURSE MONDAY								
INSTRUCTOR								
COURSE TUESDAY								
INSTRUCTOR								
COURSE WEDNESDAY								
INSTRUCTOR								
COURSE THURSDAY								
INSTRUCTOR								
COURSE FRIDAY								
INSTRUCTOR								
COURSE SATURDAY								
INSTRUCTOR								

NAME _____

SCHOOL _____ CLASS _____

HOME ADDRESS _____

CITY _____ TELEPHONE _____

HAVE ONES RED CHECKED

E.L.LEWIS Collection- H.E.Huntington Library.

#63- LACableRy-Powerhouse-7th. & Grand Ave.

64- Same- Interior.

68- Car-13, Electric Rapid Transit Co. at Vernon. -Central Ave-about 56th.St. Letterboard-"S.P.DEPOT-VERNON-AND-PLAZA". Photo-W.G.Maltus-Feb.7,1893. Trainmen-Eating Oranges: 2-A.W.Neff. 3-Wm.Rich. 4-W.R.Grogan.

CHTD-M4H-3-1840 -STD. GAUGE-

71- Cable Train- Grand Ave.-between 7th. & 8th.

73- Horsecar- 1888. End of Line, Downey Ave. & Pritchard St. (N.Bdy & Lincoln Park Ave) Home of Baron Rogniat on Hill- It burned May 17,1891. Lincoln Highschool on Site.

HAVE OTHER SOURCE

78- Maps of Street Railways- 1874 & Later.

79- L.A.Consolidated Electric Ry. Powerhouse & Barns- NE Corner Central Ave. & Wilde St. (See-298 & 727- Interior) (BETWEEN 6TH & 7TH)

81- Main St. open Horsecar.

85- LARY open Elec. Car- Ex-Cable Trailor.

92- 1st Elec.Car to Pasadena- May 5,1895- Reg. Service Started Next Day. At Arroyo Seco.

94- Two Elec.Cars-Pasadena Line-Sycamore Park--1895.

173- Abandoned Horsecar on Vacant Lot- 2851 Pico St.- Late Twenties.

174- Opening Long Beach- Hotel-"Wilmore"- 1885. Crude Horsecars.

185- LA&VERNON ST.RY- Horsecar Barn- SE Corner-Pandora (22nd.St) & Central Ave. See-784.-

196- LA Highschool being Moved off PoundCake Hill-1886. Site to be used for County Court-House. Photo from Site-over Bdy. & Temple.

285- Open Horsecar-Last Day Operation-Main St. Line- on Jefferson east of Fig-Mch.31,1897. Elec.Cars to start next Day.

293- Cherrelyn Horsecar-Denver-Oct.4 to 8,1909. American Ry. Convention.

298- Interior Powerhouse-Central Ave.& Wilde St. Shows old-type Dynamo-2 Big,Vertical Field Coils.

302- Removing Cable Line-1st St.-Dec.-1898.

304- End Cable Line-Downey Ave-String of Cars.

305- LARY Elec Car-(Pullman Built)-and Ex-Cable Trailor. 1st.& Evergreen- 1898.

307- Decorated Cable Train-July 4,1892. 7th. & Grand Ave.

#308-9- Decorated Electric Cars- 1892- 3.
311- TICKETS- Sixth & San Fernando St. Ry.- Co.
-East Los Angeles & Main St Ry. Co.
314- TICKET & TIMETABLE- Nickel Plate Ry. -
341- Trackless Trolley- Laurel Canyon- 1909.
378- Horsecar-Spring & Sixth St. RR.Co.-3. -1875.
- "East Los Angeles"-on Center Roof Board.(Poor)
367- Los Angeles & Independence RR.Depot-1876-
SE Cor.San Pedro St.& Wolfskill Lane.
HAVE GOOD VIEW Loco-1-"Los Angeles" in view, small.
386- Temple St & Hoover-1889- Temple St.Cable Train.
393- Powerhouse-~~Temple St. & Edgware Road (?)~~ WRONG INTERIOR-DOWNEY AVE -1888.
ALSO-Section Cable Track-Sample. ~~(Interior)~~
421- Horsecar down River Bank- Possibly 1880. #
ALSO-LA-Express-Dec.29,1887-"Downey Car-#9,
Wrecked on East Bank-Narrowly Missed going
Down into River- 1 pm." (No photo,Quote Only)
424- Raymond Station-Horsecar-Bus-Train-1890 ? (Bum)
443- Highland RR-Coach-9 Window- and Part of Dummy-
(Pulled out of Storage for Celebration)
427- Ex-2nd.St.Cable Powerhouse-Edison Elec.-190?.
445- Coronado RR.Elec.Car-42. On Brill Tranfer-1892.
446- SanDiegoElec. Doubledeck Car.(At Brill Wks.)
449- Downey Ave.-Workman St. Powerhouse- Under
- Construction- Foundations Only.
455- University Line Elec Car-
473- 4-Window, Calif.Car-161- at Elysian Park.
480- 2nd.St Cable Train & Horsecar-2nd.& Spring-'87.
481- L.A.& Indep.Depot-Santa Monica-(Punk Copy)
482- LAConsElRy-Car 4. First Day operation of West-
- Lake Park- CrownHill Line-July 1,1891. (Story)
534- AT&SF-La Grande Station-(Open-July 28,1893)
548- Echo Park Ave-Horsecar-5-Window-(Poor Copy)
559- HorseCar Barns & Shop-LACableRy-12th.&Olive St.
"Red Line"-12-Cars, 72-Horses. -1889.
565- Main St.& Agricultural Pk.-HorseCar Barns-
565- Open Horsecar of Above Line- 1888.(SEE NOTE)
570- Elec.Car- Same Line-at Ag.Park- #21, 4-Window,
Plain Plat. Ends, Lengthwise Seats-Lever-Brake.
577- BRASS TOKEN- Sprng.& 6th.St.RR.Co.-15/16"-Diam.
582- Horsecar Barn- Main & 5th.St.Line.-1891.
Ruth St. Bet. 4th.& 5th.Sts. (No Cars Show)
Foreman- Alex.Patterson, in Doorway. - /1886.
596- MAP* Cahuenga Valley Line & Temple St. Cable-18
599- PASS- Temple St.Cable Ry. Co.-#56- 1893.
618- L.A.& San Gabriel Valley-2. Right Side.
622- Pomona St.Ry.-Steam Car- Sam DeLapp.-1886.
(RANSOM MATTHEWS PICTURE) OIL-BURNING-

#664- LARY- University Div.-Vernon Car-4-Window-Calif-Type- Round Top Windows.

666- Horsecar Barn & Office- SW Corner Downey ave & Hancock St. Built 1887. (Perhaps moved from Downey & Ave.20- says Note) FOREMAN- 2ND RIGHT = IRA THOMPSON

668- Lot of LACableRy Cars waiting-Downey Ave-

670- LARY (Pullman Built)-Car-146.Boyle Hts.&7th.

679- PASSES- 1889- LACable & Leased Lines. (Cut of Market St. Style Car)

684- LACableRy- Train- Downey Ave-1892.(See #31)

SEE NOTE → 691- View over 1st.St. Viaduct-1893. Shows Cable Train and L.A.Terminal Yards & Roundhouse.

708- LA&SPRR Terminal at Wilmington-1870.

712- Pico Heights Decorated Car-End of Line-Pico & Harvard Blvd-Fiesta-April 15,1895.

716- South on Spring St. over 1st.-1892.

717- " " Broadway- 1890.

718- Viaduct-LACableRy-Over S.P.-San Fernando St. East end- N.Spring, South of Ann St.See-98.

719- Celebration- Opening Downey Ave Line- View up Downey from east end-River Bridge- Nov. 2,1889.

722- LAConsolidatedElectricRy. Car-117 -at gate to Carbarn on Wilde St.- 1891.

725- Int-LACable Powerhouse-Downey Ave-Workman St.-1892. Chief Engr.-W.C.Waters- Seated. (?)

727- Int. LAConsElectricRy.-CARBARN-Central Ave. & Wilde St.

GOOD? → 728- San Diego Cable Ry. Powerhouse- Interior.

729- " " " " -Car "Las Penasquitas" on 4th. St. at Spruce St. -Powerhouse.1890.

735- 737- 2-PAMPHLETS- Cable Ry Construction.

765- Opening Pasadena Pacific at Santa Monica- April 1st-1896.

784- LA&VernonStRy Horsecar Barn-Central Ave.& Pandora- (22nd.St) See-#185.

785- Trestle-Bimini Slough-Cahuenga RR.Fall-1892. (Was filled in -March, 1932)

#424- Also has photo 1st Horsecar to Pasadena- Sept.30,1886. (Shortopen Car-hidden by men)

- 1st Car on Arcade Depot Line-LACons.El.Ry.- 11:30 am-Feb.9,1892. Car #5. Palm House in Background.

L.E.Lewis Collection- Huntington Library.
-Los Angeles Electric Ry.Co.- -"Pico St. & Maple Ave-El-Ry." Several Photos and letter from- Supt.W.N.Best. Open-Jan-1887.

1st. Car(5) to run on Arcade Depot line of LAElec.RyCo.- 11:30 am-Feb. 9,1892.
Motorman- Peter Reel - Palm House at left.

VARIOUS PHOTOS- Huntington Library:
PIERCE-#5335-Coronado Ferry Landing-Loco-6-Ferry Benicia- Omnibus-etc. -1888.
" #4604 -Monrovia Gravity Horsecar-Driver- Williamson.
" #7029-Horsecar-Downey Ave-1883-Same as E.L.Lewis-#73-but somewhat better. Driver- Hunter.
Pierce-#5311-Breaking Ground for Coronado-Hotel -1886-Dummy 1 & Trailor. (BUM)
" -#5296-Int.- San Diego Cable Powerhouse.

CRANK-1936-Photos:
(#10,054- Cable Powerhouse. /Workman St.
10,052- " " , Downey Ave. & Corliss Engine.
557-Opening-Pasadena-LA&SGVRR-9/16-1885. Band & Buggies-No Train or RR.
Los Angeles County Courthouse from Temple & Spring Sts. (Temple ST.Cable Train)-

S.P.-34 at Harbour.

HORSECAR VIEWS. -Horsecars-

81-Main St.& Agri.Park Car- on Last Day- March-31,, 1897.

174Long Beach Hotel Wilmore-opening-

185-LA&VernonSt.Ry.-Barn-Central Ave-

784-Same-

582-Main & 5th. St.- Line Barn-

559-LACableRy-Barn-Shop-12th.& Olive-

565- Main St.& Ag.Pk.-Ext.Barns-

565- Same- Horsecar at Barn-

4604-Pierce- Gravity Horsecar-Monrovia-

666- Downey Ave. & Hancock St. Horsecar Barn-

STEAM RR VIEWS.

367- LA&Indep.RR-Depot-Loco "Los Angeles"-

534-LaGrande Depot-AT&SF-

618-LA&SGVRY- 2-

708-LA&SPRR-Terminal-Wilmington-

785-Bimini Slough Trestle-Cahuenga V.RR.-

Coronado Ferry Landing-1888-

Wharf & Roundhouse-Santa Monica-

S.P.-34 at San Pedro-

S.L.Walkley-Photos-

-Depot-Whittier-

-Depot-San Diego-

-N.C.& O.Train-Tia Juana-

4620' Long

Loco-6-"TIA JUANA" 2-4-2- PORTER #943- JAN-1888-

2-Locos-LA&SPRR-Wilmington-

#2- LOS ANGELES (LATER- SPR-34)

OVER.

WATKINS PICTURES.

SPofAriz- 10 & Roundhouse- Yuma- 7x11 V— 15 + 6 LEFT

Farrel & Palmer Train- 7x11 V-13

Reno View-east- V-6 7x11

Solano- Discharging Train- V/7 - 7x11 15 - 7x11 V/10 = 45

Solano- Waiting for Train- V/7 - 16

Solano- " " " -Distant View. 7x11 V/10 - 40

Bridge-Colorado- Yuma- V/7 - 38
(Cox's Neg.)

Loco-"Tahoe"- 7x11 - V-10.

4x5 Films from Huntington Library.

—EXPOSURES—

CABLE RY VIEWS.

#71- Cable Train-Grand Ave.-1889- 3A - V/10 - 24 - V/10 - 42 + 6 - 7x11 - GRIP -
196- Moving Highschool-1886- TO 3A - V/10 - 24 - TO - 7x11 - V/10 - 50
480- Spring & 2nd.-1887-2nd.St.Cable-
691- View over 1st.St.Viaduct-1893- 3A - V/10 - 24 7x11 - V/10 - 50
716- South-Spring at 1st.-1892- TO 3A - V/10 - 22
717- " -Broadway-1890- V/10 - 28 (3A)
718- LACableRy-San Fernando St.Viaduct- 8x10 - V/10 - 18
719- Opening-Downey Ave.Line-Nov.2,1889- 3A - V - 8
729- Las Penasquitas- San Diego Cable Ry- 7x11 - V/10 - 50 + 25
STANTON & BURDOCK-Photo-Laying 1st/St.-
L.A. Courthouse- 3A - V - 5 + 2 - 8x10 - V - 12 + 6 FOREGR.
3A - V/10 24 +

CABLE POWERHOUSES.

63-7th.&Grand Powerhouse-LACable-EXT- TO 3A - V/7 - 8 + 3 left - 5x8 - V - 8 + 4 - TRAIN ENDS. TO - 7x11 - V/10 - 32 + 8 left
64-SAME- Int.- 3A - V/10 - 18 + 10 {TO 3A - V - 3 + 3 - TO - 8x10 - V - 8 + 4 - Left -
393-~~Temple St.~~Cable Powerhouse- INT- TO - 8x10 - V - 15
725-Downey Ave.& Workman St.LACableRy- ~~[illegible]~~ int.
TO - 8x10 - V - 27 -
Ext-CableRy Powerhouse- 3A - V/10 - 12 + 4 + 4 Left.
(Downey Ave.& Workman St.-~~[illegible]~~) TO - 7x11 - 24 + 8 + 8 ABOVE GROUND
Int-Same-Corliss Engines- 3A - V - 6 + 2 - -
8x10 - V - 22
7x11 - V/7 - 26 + 12 on Gauge Board -

ELECTRIC.RY.POWERHOUSE.

79- LAConsolidatedEl.Ry.-Central Ave-Wilde St.
Exterior- TO 3A - V/10 - 20 {TO - 7x11 V/10 - 45 -
298- SAME- Interior- Dynamos- 3A - V - 6
727- SAME- Interior- Carbarn- 3A - V - 9

ELECTRIC CARS.

92- 1st.Elec.Car to Pasadena- P. & L.A. ELEC. RY.
305- LARY-143 & ex-Cable Trailor- TO 3A - V/10 - 25 + 4 FRONT
482- LAConsElRy-4-1st.Day-Westlake Park-
722- LAConsElRy-117-at Car House- TO 3A - V/10 - 20
445- Coronado RR-42-
- ElecRapidTransit-5-Florence Hotel- 7x11 - V - 33
AL30 - V/10

NOTES ON PHOTOS.

E.E.Lewis Coll.
#565-Agricultural Park Terminal- Main St. & Ag. Park Horsecar Line- Photo of Horsecar- Sitting in Car- Dark Suit- Supt.-Wm.E.Hawks. -1888

#565-Main St. & Ag.Pk.-Horsecar Barn & Shop-Photo taken from Horticultural Ave.-looking NE.
Supt.-Wm.E.Hawks-Dark Suit-Hands in Pockets.
Foreman-Cleveland- 4th. from Right- Derby Hat.

#691-Photo-also- of AT&SF Depot-not yet completed-1st.St.Viaduct on Left- Cable Car showing- L.A. Terminal Yards in Middle- Distant.-1893.

#725-Int.-Downey Ave. & Workman St. Cable Power House. Nameplate on Engine: (DOES NOT LOOK AT ALL LIKE GOOD PHOTO OF DOWNEY AVE HOUSE) (?)
-PERHAPS- E. 1st St POWER HOUSE
-IMPROVED WHEELOCK ENGINE-
ROADLEY BROS. -ENGINEERS-
SAN FRANCISCO-CHICAGO-PORTLAND.

#1090-PIERCE- Halftone-Wilmington & Long Beach Rapid Transit- Loco & Car.-1887. Crude Loco, no Side Rods- perhaps gear drive. NOT HAVE

SP-214- Later-1778-2188. 57"-18x 30. 105,00 lbs
Built-Sacramento-#39. -1888. HAVE FROM BEST-
President Harrison Train- April 24,1891.

#813-Lewis- Newspapers -opening Downey Ave. Line. (NOV. 2-1889)
Also- Shutdown (strike) by 2nd.St.Cable Ry. (OCT-14-1889)

#734-Lewis- Engineers Report-1893-LACableRyCo.
Includes estimates of cost of electrfication of HorseCar Lines.

L.A.CONS.ELEC.RY.CO. (HAVE)
#482- Ed.L.Lewis Col.-Huntington Library.
Fine picture of car 4. (6 windows plus very narrow vertical glass each end)-July 1,1891.

Also story of 1st. operation by Ben F.Hard. "1st.car was hauled to top of hill above Westlake Park by mules. I.B.Newton of bonus subscribers was on hand to see if operated prior to midnight. As current did not come on, the car was allowed to coast down to 6th. & Alvarado, with the motorman operating the controller as if the power were on. At 3:00 AM., the power was on and the car continued over the rest of the line". (Condensed)

REFERENCES.

"Historical Data Concerning Street Railroad Transportation in Los Angeles Since 1st. Franchise Applied for- July 2,1873".

"Street Railway Development in Los Angeles and Environs" -1935.

Collection of Pictures, Transfers, Tickets, etc.

Ed.L.Lewis. (Huntington Library)

Summary- L.A.Tribune-Dec.28,1887.
(L.A.County Museum)

Half-tones.-
"Land of Sunshine"- Vol.8-1897-8.
LA Electric Cars & Horsecar.
Street Railway Journal- 1898.
Old San Diego Street Cars. (1888)
"Railway Gazette"- June 14,1888. V.20, P.400.
S.C.M.R. Coach.
"Street Railways"- C.B.Fairchild- 1892.
Geary ST.,Park & Ocean Dummy- etc.
Railway & Locomotive Engineering. Sept.-1909.
La Jolla Line.
Same- 1913. Pacific Elec. Loco Plans.

Glass Got Prints- St.Rys- From Mr. Colton,
7656 Paso Robles Ave. Van Nuys. (1956- Punk)

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Odd Notes.

Herald-Jan.1895: Lake Ave. car line being made narrow gauge.
-Feb.1895: 6th.St. line being changed to narrow gauge.
-Apr.1895: Cars will run regularly, bet. L.A. & Pasadena next month- Col.Fulton-Supt.

Colors, S.F. lines: (L.S.Slevin)
MISSION ST.-City RR.-Brown ? HORSE-
DUPONT ST.- " " .-Blue ? " -
Fruitvale Double-deck (Horse)-Yellow ?
Omnibus-(Horse)-Yellow.
Piedmont & Mtn.View.(Elec.-114)-Light Green ?
Geary St.Cable-Maroon. & TAN-
Powell St.Cable-2-Maroon. ("CABLE CAR DAYS")

From 50 years ago-Herald:(Sept.1893)-Los Angeles.
Electric railway officials do not regard the electro-vapor motor, which was given a trial over the local street car tracks a few mornings ago, with much favor. They are positive it will never supersede electricity as a motive power. The motor is now operating on the old Mateo St. line south from the Santa Fe depot..

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-E.E.BOTHWELL COLLECTION-
5300 Oakdale Ave. Woodland Hills.

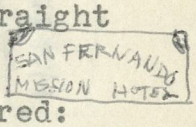
OUTSIDE- Sept.25,1946:

LARY BIRNEY CAR- Yellow- Used as Chemical Lab.

LARY-9352, Ex Cable Trailor- 4 Wheel. Plywood Mockup to Resemble Closed Car.
POWELL ST. CABLE CAR-525. Green, Partly re-painted as Sample-New Municipal Ry.
LARY-9307, Work Car.
(Photo, 3 Cars above- 122 Film)

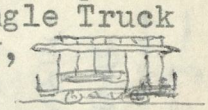
VULCAN IRON WKS.-LOCO.-From Casper, South Fork & Eastern. Being Rebuilt. (2 -122 Films)

IN BIG BARN-

OPEN ELEC.CAR- Long.
CLOSED ELEC.CAR, Short 6-Window, Straight Vertical Siding, Clerstory.
Dark Green- Lettered, Platform:- 

OPEN HORSE CAR, Short, White, Lettered: S.A.& O.ST.RY. Like Photo, last car, Main St.& Ag.Pk. Line.

IN LONG BUILDING- (Ramp, Restored Autos Upstairs)

RIVERSIDE & ARLINGTON HORSECAR- Single Truck Combination, Restored Beautifully, Dull Red & Straw. 

OUTSIDE- Horseless Carriage Club-Sept.26,1948.

4-WINDOW CLOSED CAR- Remnant, Badly Weathered, Resting on Push-Car. (No Truck) Bombay Roof, Scrap- Clerstory Glass- Flashed Blue, Sand Blasted Geometric Design. (4- 620 Films)

SMALL SHED-

5-WINDOW HORSECAR- Rebuilt- Blue & White. Lettered: "Main St. & Agricultural Park" No.-1. (3- 620 Films)

(NEWSPAPER CLIPPING ABOUT FIRE- FEB-1949, IS IN FILM ENVELOPE)

-E.F.ROTHWELL COLLECTION-
7300 Oakdale Ave. Woodland Hills.

OUTSIDE- Sept.25, 1946:
LARY BIRNEY CAR- Yellow- Used as Chemical Lab.

LARY-9352, Ex Cable Trailor- 4 Wheel. Plywood
Mockup to Resemble Closed Car.
POWELL ST. CABLE CAR-525. Green, Partly re-
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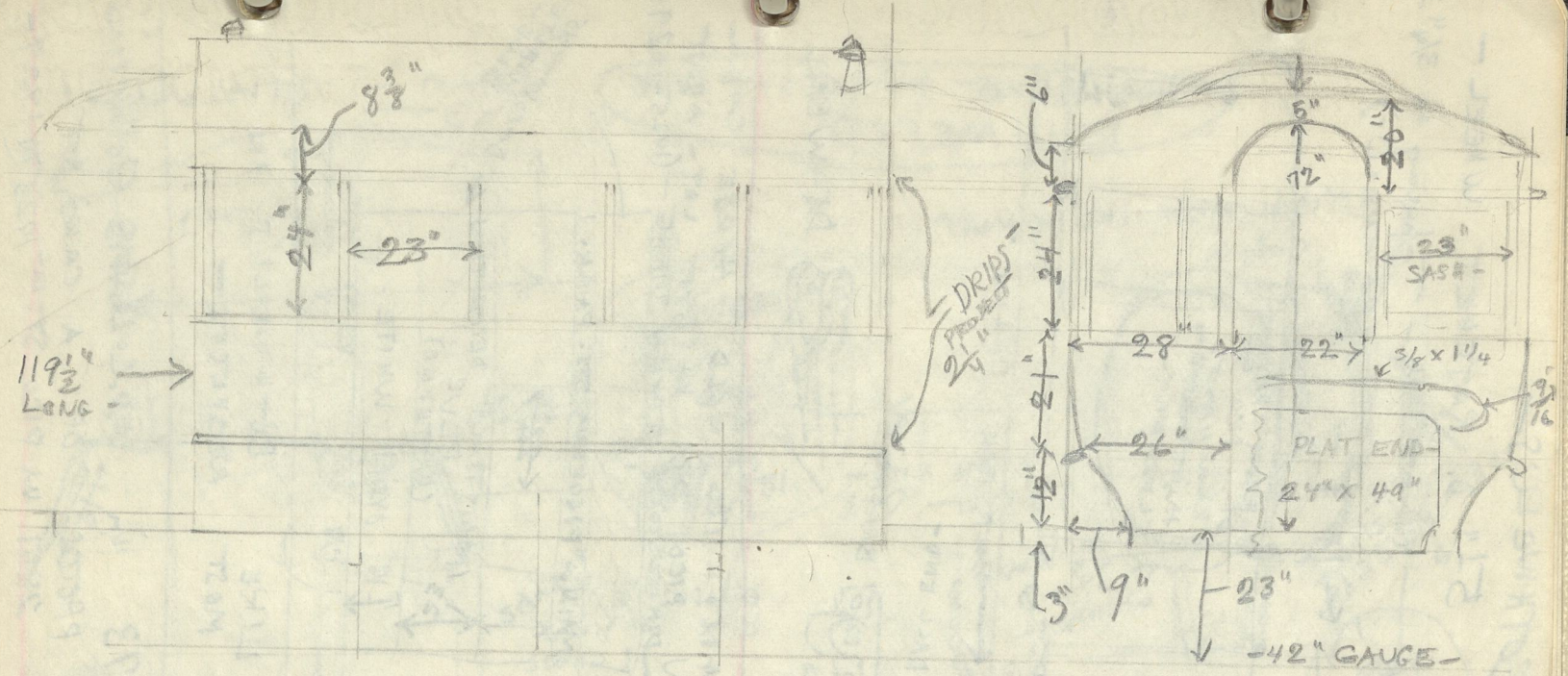
LARY-9307, Work Car.
(Photo, 3 Cars above- 122 Film)

VULCAN IRON WKS.-LOCO.-From Casper, South Fork
& Eastern. Being Rebuilt. (2 -122 Films)

IN BIG BARN-
OPEN ELEC.CAR- Long.
CLOSED ELEC.CAR, Short 6-Window, Straight
Vertical Siding, Clerestory.
Dark Green- Lettered, Platform:-
OPEN HORSE CAR, Short, White, Lettered:
S.A.& O.ST.RY. Like Photo, last car,
Main St.& Ag.Pk. Line.
IN LONG BUILDING- (Ramp, Restored Autos Upstairs)
RIVERSIDE & ARLINGTON HORSECAR- Single Truck
Combination, Restored Beautifully,
Dull Red & Straw.

OUTSIDE- Horseless Carriage Club-Sept.26, 1948.
4-WINDOW CLOSED CAR- Remnant, Badly Weathered,
Resting on Push-Car. (No Truck) Bombay Roof,
Scrap- Clerestory Glass- Flashed Blue, Sand
Blasted Geometric Design. (4- 620 Films)
SMALL SHED-
3-WINDOW HORSECAR- Rebuilt- Blue & White.
Lettered: "Main St. & Agricultural Park"
No.-1. (3- 620 Films)

(NEWSPAPER CLIPPING ABOUT FIRE- FEB-1949,
IS IN FILM ENVELOPE)



62" WHEELBASE
(FROM PHOTO)

MAIN ST

30" WHEELS — 2¼" TREADS.
Very Small Flanges —
7 SPOKES —

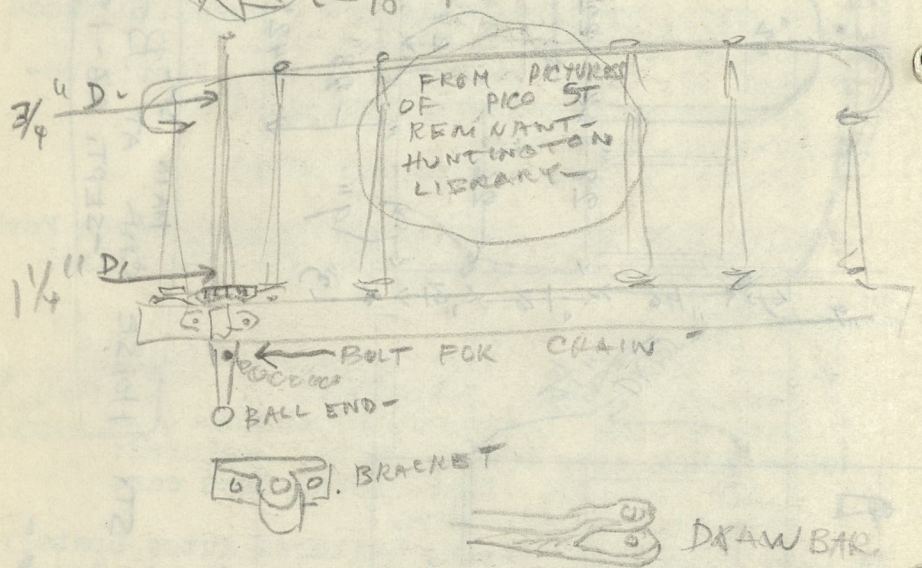
MAIN ST — HORSE CAR AT BOTHWELL'S
— SEPT. 26 - 1948 —

BOTHWELL'S—

5½" D. RATCHET WHEEL—

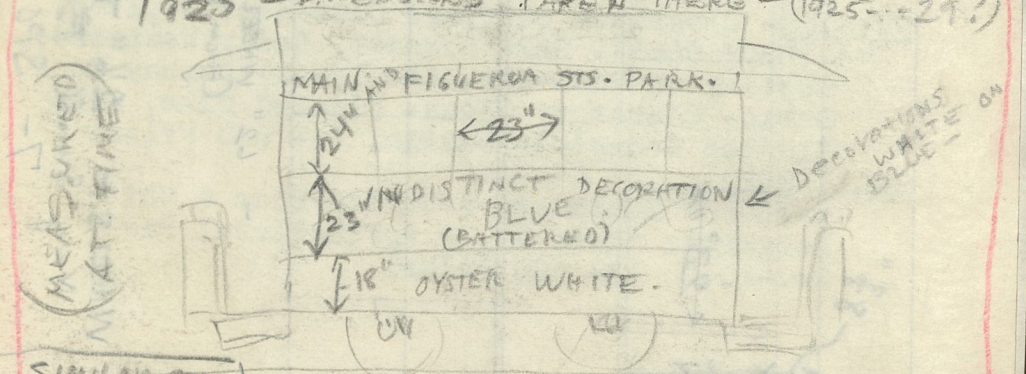
SHAFT 1¼ – Tapering to ¾" D, (BOTHWELL'S)

18 T—



REMNANT OF OLD HORSE CAR—

I SAW ON PICO ST. VACANT LOT – ABOUT 1925 – DIMENSIONS TAKEN THERE – (1925 + 29?)

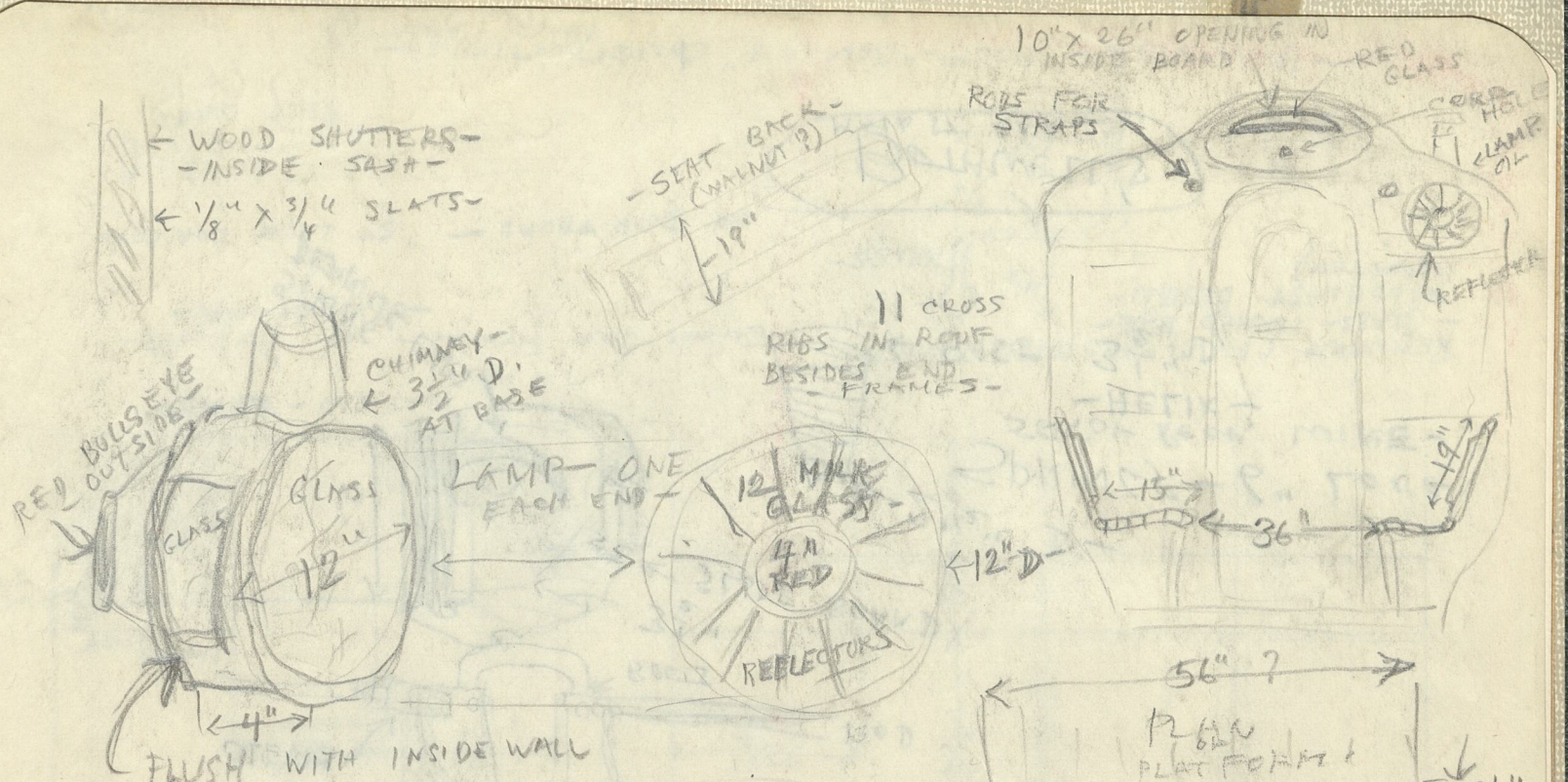


SIMILAR CAR ONCE PRESERVED IN YARD ON WILSHIRE WEST OF SOLDIERS HOME

LIKE MOST BOTHWELL'S IN RESPECTS—

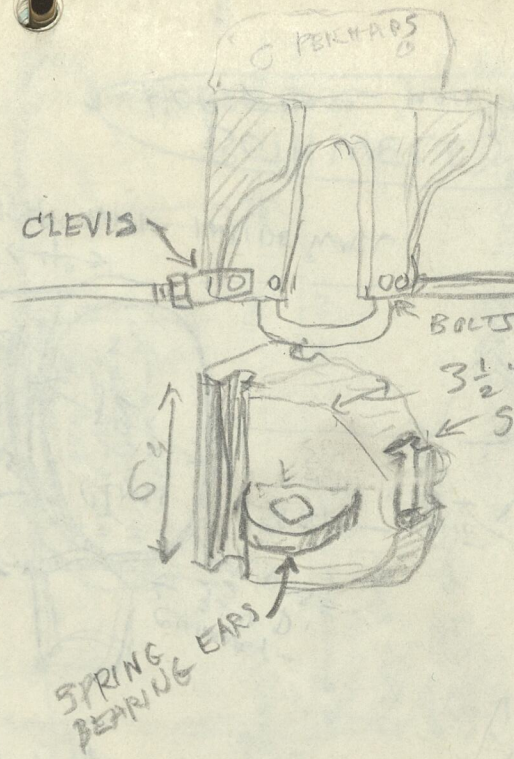
#173 in ED. L. LEWIS Collection—

2 PHOTOS OF A CAR AT 2851 W. PICO ST. IN 1925 & 1929—



BOTH WELLS
HORSE CAR — MAIN ST. & AG. PARK.

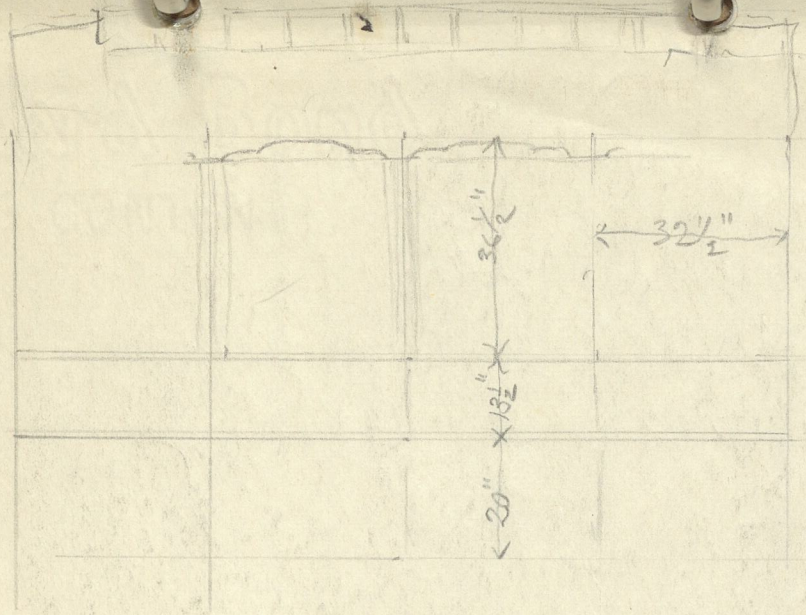
PLAN — PLATFORM.

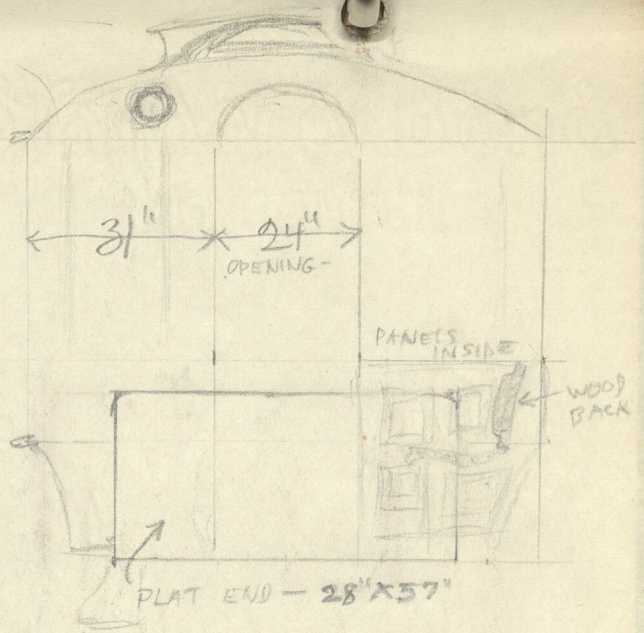


BOX GUIDES.

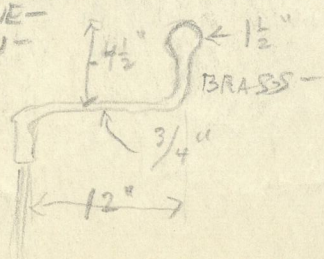
SPRINGS — 6" LONG
SQ. or Rect. WIRE —
— HELIX —
← BASE 3½" D.

BOTHWELL'S
MAIN ST. CAR —



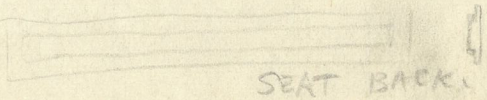


REMNANT OF CLEARSTORY TRANSOM
— GLASS- FLASHED BLUE-
SANDBLAST DESIGN-
(GEOMETRIC)

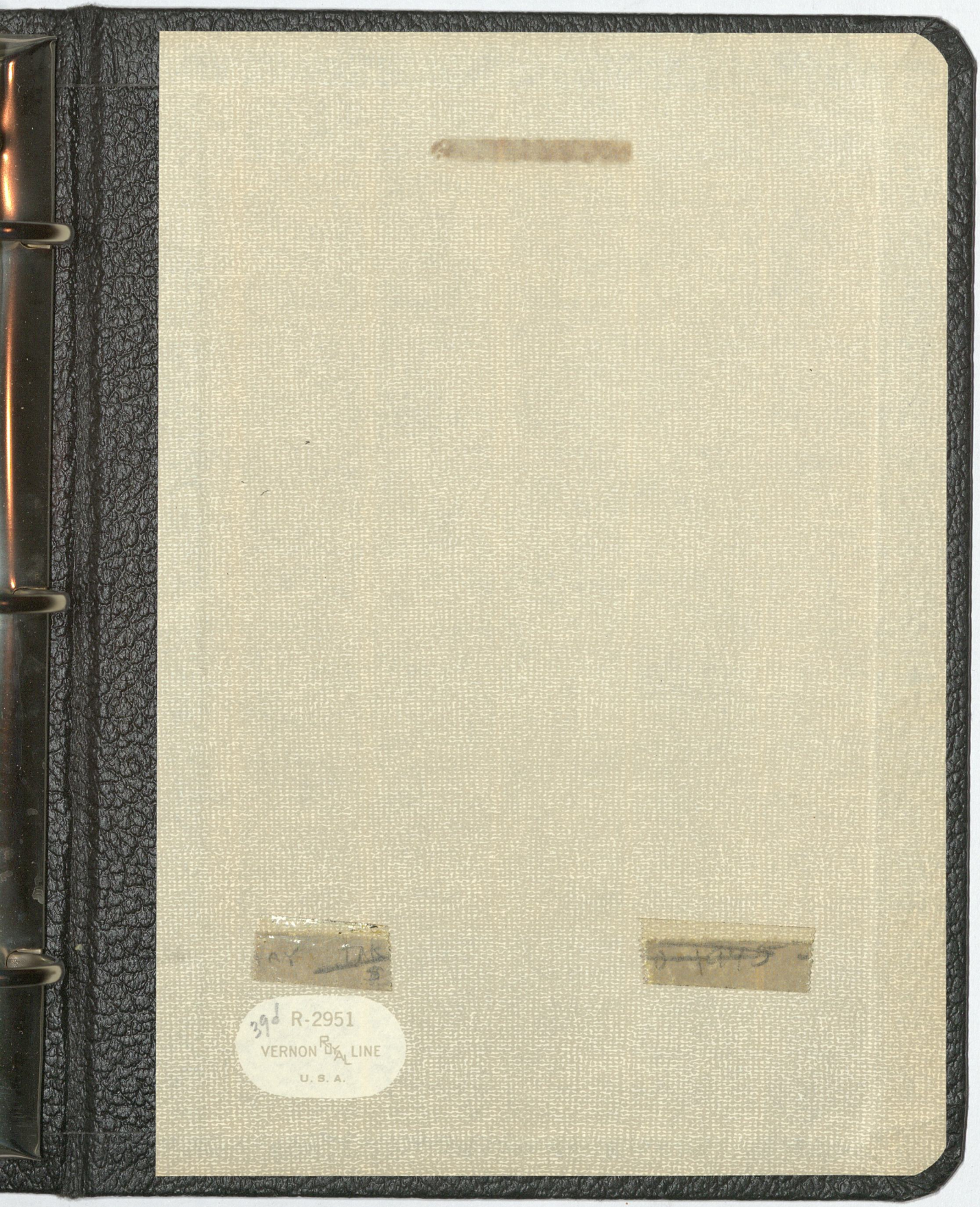
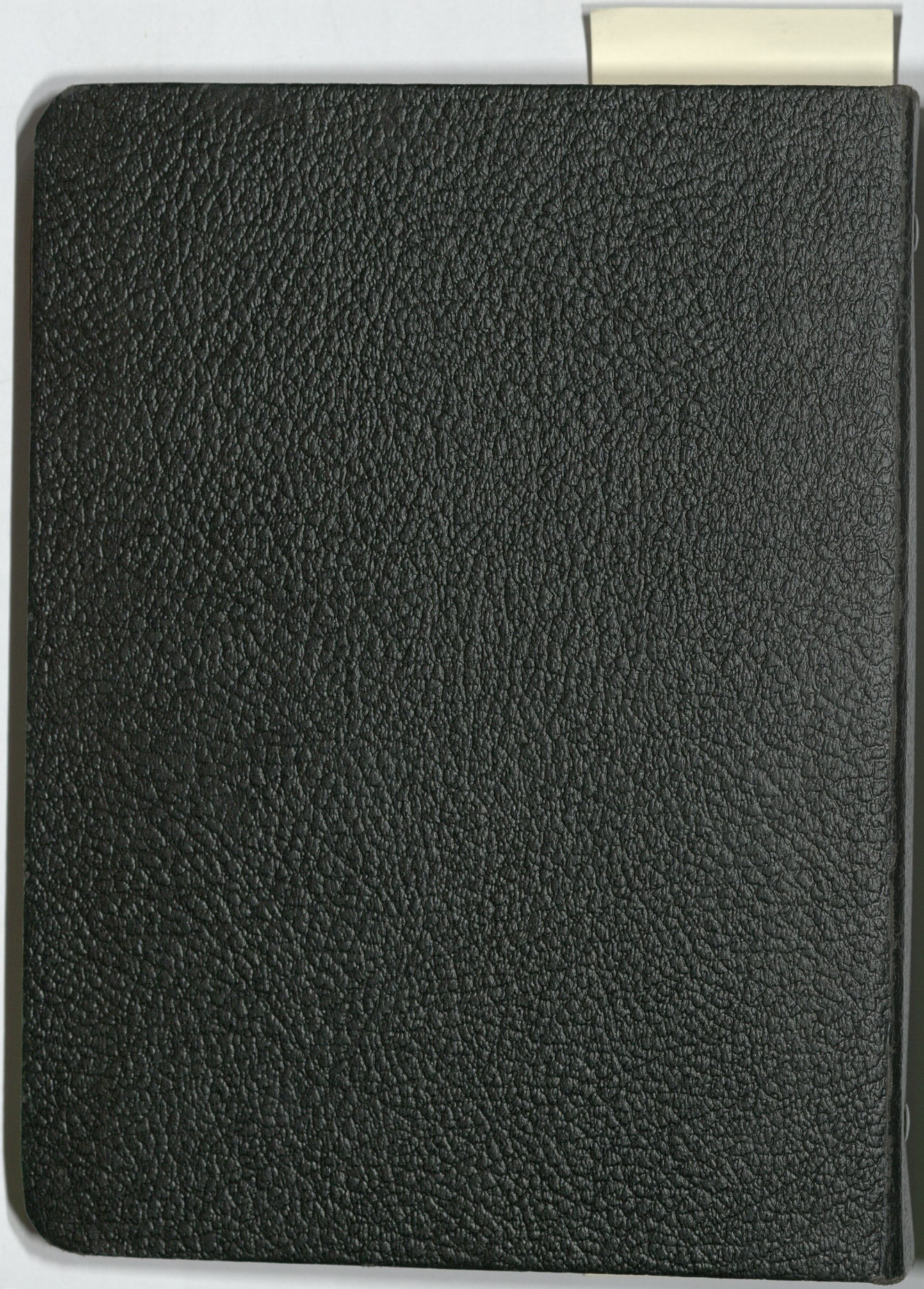


Street Car Remnant at Bothwell's
— Sept. 26- 1978 —

ON DOOR TREAD — "ST LOUIS CAR CO"



— 4- WINTOW- ROOF- "BOMBAY" CONSTRUCTION —
(HAVE PHOTOS)


391 R-2951
VERNON ROYAL LINE
U. S. A.